

ORDINANCE NO. ____ OF 2022

AN ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE CITY OF SHREVEPORT UNIFIED DEVELOPMENT CODE, BY REZONING PROPERTY LOCATED NORTHEAST CORNER OF KINGS HIGHWAY AND THORNHILL AVENUE, SHREVEPORT, CADDO PARISH, LA., FROM R-HU HIGHLAND URBAN CONSERVATION RESIDENTIAL DISTRICT TO C-1 PUD NEIGHBORHOOD COMMERCIAL DISTRICT PLANNED UNIT DEVELOPMENT, AND TO OTHERWISE PROVIDE WITH RESPECT THERETO

BY:

SECTION I: BE IT ORDAINED by the City Council of the City of Shreveport, Caddo Parish, LA, in due, legal and regular session convened, that the zoning classification of property northeast corner of Kings Highway and Thornhill Avenue Shreveport, Caddo Parish, Louisiana, legally described below: be and the same is hereby changed from R-HU Highland Urban Conservation Residential District To C-1 PUD Neighborhood Commercial District Planned Unit Development:

LOTS 29 & 30, BLK. A, COLONIAL HILLS SUBN., SECTION 12, T17N, R14W, Caddo Parish, Louisiana.

SECTION II: BE IT FURTHER ORDAINED THAT the rezoning of the property described herein is approved subject to compliance with the following stipulations:

- Lighting and irrigation plans must be submitted to the Executive Director for review and approval prior to obtaining building permits.

Requested uses and ordinance relief:

The following uses are in addition to the uses allowed in the C-1 base zoning district:

- Drive-through

Amenities:

Site amenities in exchange for the requested use include the following:

- Incorporate gables and dormers similar in character to the existing buildings and residences in the area
- Use a brick color and color scheme matching the adjacent Kings Highway Christian Church
- The monument sign will be limited to 4' tall and will be in the same brick as the building
- Three trash receptacles will be placed around the building to ensure trash is contained
- The concrete dumpster enclosure will be in the same color scheme as the building
- A rear pedestrian access from Kings Highway Christian Church will be provided
- An 8'-tall residential screening fence will be installed
- A wider landscape buffer than required will be provided along the rights-of-way

BE IT FURTHER ORDAINED that if any provision or item of this ordinance or the application thereof is held invalid, such invalidity shall not affect other provisions, items, or applications of this ordinance which can be given effect without the invalid provisions, items, or applications and to this end the provisions of this ordinance are hereby declared severable.

BE IT FURTHER ORDAINED that all ordinances or parts thereof in conflict herewith are hereby repealed.

21-201-C
LAGUNITA FRANCHISE OPERATIONS

S.P.U.D. STAFF REPORT – CITY OF SHREVEPORT

+FEBRUARY 2, 2022

AGENDA ITEM NUMBER: 9

MPC Staff Member: Alice Correa

City Council District: B/ LeVette Fuller

Parish Commission District: 4/John Young

CASE NUMBER 21-201-C: SMALL PLANNED UNIT DEVELOPMENT (SPUD) & FINAL SITE PLAN

APPLICANT: Lagunita Franchise Operations
OWNER: KINGS HIGHWAY CHRISTIAN CHURCH
LOCATION: 856 Kings Hwy (NE corner of Kings Hwy. and Thornhill Ave.)
EXISTING ZONING: R-HU
REQUEST: R-HU to C-1(PUD)
PROPOSED USE: Restaurant with Drive-through

DESCRIPTION: The applicant is requesting approval to redesignate a 0.74-acre tract of land from Highland Urban Conservation Residential (R-HU) to Neighborhood Commercial Small Planned Unit Development (C-1(PUD)) for a restaurant with drive-through. There is an existing residential structure that would be removed and replaced with the restaurant. The adjacent properties to the north and east are also zoned R-HU; across Thornhill Avenue to the west are zoned R-HU and Neighborhood Commercial (C-1); and across Kings Hwy to the south are zoned C-1 and Multi-family Residential (R-2). It is also directly adjacent to the Kings Highway Christian Church Historic Site and the Fairfield Historic District. *The case was originally scheduled for the January 5, 2022 hearing as a request for rezoning to Corridor Commercial (C-2) but was deferred to this hearing to allow pursuit of a C-1 Small Planned Unit Development (C-1(PUD)).*

There are no prior cases for this site. Nearby relevant cases include: establishment of the Highland Urban Conservation zoning district (SPI-1; R-HU under the UDC); approval of rezoning to Buffer Business (B-1; C-1 under the UDC) for office/retail (C-101-84); approval of rezoning to Extended Use Buffer Business (B-1-E; C-1 under the UDC) for restaurants with drive-through (C-17-05, C-14-10); approval of rezoning to Extended Use Multi-family Residential (R-3-E; R-3 under the UDC) for a restaurant with drive-through (C-67-97); the 1969 approval of rezoning to Neighborhood Business (B-2; C-2 under the UDC) for a gas station (C-573); and denial of MPC approval for an office in the SPI-1 zoning district (C-39-98).

Nearby neighborhoods include: Broadmoor, Caddo Heights, Fairfield, Highland, Ingleside, Madison Park, South Highland and St. Vincent.

REMARKS: SPUD approval is subject to a 3-year expiration as described in Section 16.9.F of the UDC.

Pursuit of a SPUD designation allows an applicant to request ordinance relief across a variety of areas within one application, including: permitted uses from other zoning districts, specific use

S.P.U.D. STAFF REPORT – CITY OF SHREVEPORT

approvals, variances, etc. In exchange, the applicant agrees to provide substantive amenities that benefit the surrounding area or the tenant/property owner exclusively, align with the goals of the Master Plan or otherwise provide some added aesthetic benefit. This tool provides the highest level of flexibility for projects that have a complex coupling of uses and potential impacts and offers the premier opportunity to claim benefits for the site and the surrounding area.

The applicant originally requested rezoning to Corridor Commercial (C-2) to allow a restaurant with drive-through. The C-2 zoning is the minimum level of commercial zoning that would allow a drive-through, under an Administrative Special Use Permit (ASUP); and the applicant intended to follow-up the rezoning with the ASUP application. However, in evaluating the original request, MPC Staff determined that C-2 zoning at this location would be too intensive and intrusive to the area and recommended that the applicant pursue a C-1-based Small Planned Unit Development (SPUD). The applicant agreed to the recommended path forward and the case was deferred to this February hearing to allow development of the SPUD request and site plan.

While Kings Highway is a main corridor through the City, this particular area consists largely of residential and light commercial uses and zoning. There are residences directly adjacent to the subject property which are the edge of a large low- to medium-density residential neighborhood that extends north to Olive Street. There are also residences across Kings Highway that are the edge of large low- to medium-density residential neighborhood that extends all the way down to Pierremont Road. The non-residential uses in this area of Kings Highway include two churches, a school, small offices, a senior center, a bakery, and a park – all uses found near, and compatible with, a residential environment. With the exception of a gas station and drugstore near the intersection of Line Avenue and Kings Highway and fast food establishments near the I-49/Kings Highway interchange, the area is predominantly residential. It should also be noted that the commercial properties near the I-49/Kings Highway interchange are all zoned Light Commercial (C-1); the existing drive-through restaurants on those properties were all approved under Extended Use zoning to allow that one particular use and, as such, are considered legal special uses.

Given that this area of Kings Highway is predominantly residential in nature, the originally requested rezoning of C-2 could introduce potential permitted uses that would be considered incompatible or intrusive, such as: Animal Care Facility/Shelter, Retail Sales of Beer/Wine, Outdoor Dining, Healthcare Institution, and Body Modification Establishment. The C-1 base zoning of the requested SPUD is defined in Article 4.3 of the Unified Development Code (UDC) as *"The C-1 Neighborhood Commercial District is intended to accommodate local non-residential uses that predominantly serve the needs of the nearby residential neighborhoods and are similar in character of the surrounding residential neighborhood. Residential dwelling units are allowed above the ground floor."* The permitted by right uses in C-1 zoning district include Agriculture, Amusement Facility – Indoor, Animal Shelter – Operated by Public Authority, Art Gallery, Arts Studio, Automated Teller Machine – Standalone, Bus Transfer Station, Community Center, Community Garden, Cultural Facility, Day Care Center, Dwelling – Above the Ground Floor, Educational Facility - Primary or Secondary, Financial Institution, Financial Institution with Drive-Through, Food Truck and Trailer Vendor,

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Government Office, Lodge/Meeting Hall, Medical/Dental Office, Office, Personal Service Establishment, Place of Worship, Public Park, Public Safety Facility, Restaurant, Retail Goods Establishment, Soup Kitchen, Soup Kitchen - Accessory, Specialty Food Service, Wireless Telecommunications – Attachments to Existing Structures (Other than Towers), Wireless Telecommunications – Modifications (Eligible Facility), Temporary Farmers' Market, Temporary Outdoor Events, Temporary Sale of Non-Seasonal Merchandise, Temporary Seasonal Sales. Thus, the C-1 base zoning of the requested SPUD would be considered compatible to the zoning and uses of the area and would allow the restaurant; the only ordinance relief needed is to allow a Drive-through Facility.

Per UDC requirements, the applicant hosted a neighborhood participation meeting on December 14, 2021 at 5:30pm with several people in attendance. The applicant presented their site plan and expected traffic counts, therefore, many of the questions and comments were related to site development. The types of items discussed and requested by neighbors served as the foundation for drafting the public amenities of the SPUD. A noted concern was the possible increased traffic on a residential street (Thornhill Avenue). Based on initial traffic counts provided, City Traffic Engineering determined that the proximity of the southern Thornhill Ave. driveway to the Kings Highway intersection could cause backups. In response, the applicant repositioned the driveway to meet the recommendations of Traffic Engineering. Additionally, a trip generation study was commissioned by the applicant and submitted to the MPC. After review of the data, Traffic Engineering determined that *"This pushes the AM peak to average about 1.3 additional cars per light cycle from the Donut Shop. The area should handle that decently. In the PM peak, that number is cut by half."* No traffic problems are anticipated from this development.

MASTER PLAN CONSIDERATIONS:

The 2030 Great Expectations Master Plan Future Land Use Map shows this area as remaining as Residential Low/High with General Commercial at the I-49 interchange and directly across the street, reflecting the existing businesses. Although the Master Plan shows this specific property as remaining residential, the likelihood of re-establishing a residence directly on the Kings Highway corridor is very low. Rather than letting the property be vacant and perhaps begin to decline, approval of the SPUD would keep the land in productive use, limited to neighborhood commercial development.

REQUESTED USES & ORDINANCE RELIEF:

The applicant requests the following relief:

- Allow a drive-through in a C-1 zoning district

PROPOSED SITE

AMENITIES: Proposed site amenities in exchange for the requested use include the following:

- Incorporate gables and dormers similar in character to the existing buildings and residences

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in the area

- Use a brick color and color scheme matching the adjacent Kings Highway Christian Church
- The monument sign will be limited to 4' tall and will be in the same brick as the building
- Three trash receptacles will be placed around the building to ensure trash is contained
- The concrete dumpster enclosure will be in the same color scheme as the building
- A rear pedestrian access from Kings Highway Christian Church will be provided
- An 8'-tall residential screening fence will be installed
- A wider landscape buffer than required will be provided along the rights-of-way

SITE PLAN

CONSIDERATION: The site plan submitted with this application shows the planned layout and the proposed public amenities. The existing residential structure would be demolished and replaced with the restaurant. The proposed site plan has been reviewed by City Engineering, Public Works, Water & Sewerage, and Fire Prevention, and reflects modifications required to meet their regulations. The site plan sheet shows the approximately 19'-wide and 12'-wide right-of way landscape areas (in lieu of the standard 7'-wide buffer); and there is some additional width to the southern half of the residential landscape buffer on the east side. The plan also shows the 8'-tall fences, the requested trash receptacles next to the building, and the pedestrian access from the northeast corner of the site. Additionally, the landscape shown on the plans exceeds the requirements with additional shrubs added to the parking area and around the building.

The building elevations show gables, dormers, and windows similar to other structures in the nearby area. The structure will also have brick veneer with woodgrain siding accents, which is reflective of existing structures in the neighborhood. It should be noted that although the material colors appear darker on some of the building elevation printout and scans, the selected color-scheme is consistent with the colors of the Kings Highway Christian Church, as requested during the neighborhood meeting. Since the proposed site is located directly adjacent to an historic site and across the street from an historic district, an advisory opinion was sought from the Shreveport Historic Preservation Commission. After reviewing proposed design on January 18, 2022, the HPC determined that the design was historically appropriate.

STAFF

ASSESSMENT: Based on the information contained in the application, and analysis of the facts of record, MPC Staff concludes that the MPC Board has grounds to recommend approval of Neighborhood Commercial Small Planned Unit Development (C-1(PUD)) zoning designation with the following stipulation:

1. Lighting and irrigation plans must be submitted to the Executive Director for review and approval prior to obtaining building permits.

Alternately, based on of information provided at the public hearing the MPC may:

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- a. Recommend approval of the C-1(PUD) designation with additional public amenities.
- b. Deny the requested C-1(PUD) designation.

PUBLIC ASSESSMENT: Two spoke in support; three spoke in opposition.

MPC BOARD
RECOMMENDATION: The Board voted 6-0 to recommend this application for approval with the stipulation of a lighting and irrigation plan approval requirement.

21-201-C

FAIRFIELD

KIRBY

COLUMBIA

COLUMBIA

COLUMBIA

R-HU

R-1-5

R-HU
to
C-2

KINGS

OS

C-1

C-2

R-2

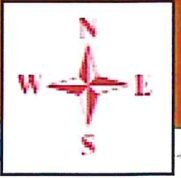
500' NOTIFICATION
AREA

THORNHILL

C-UC

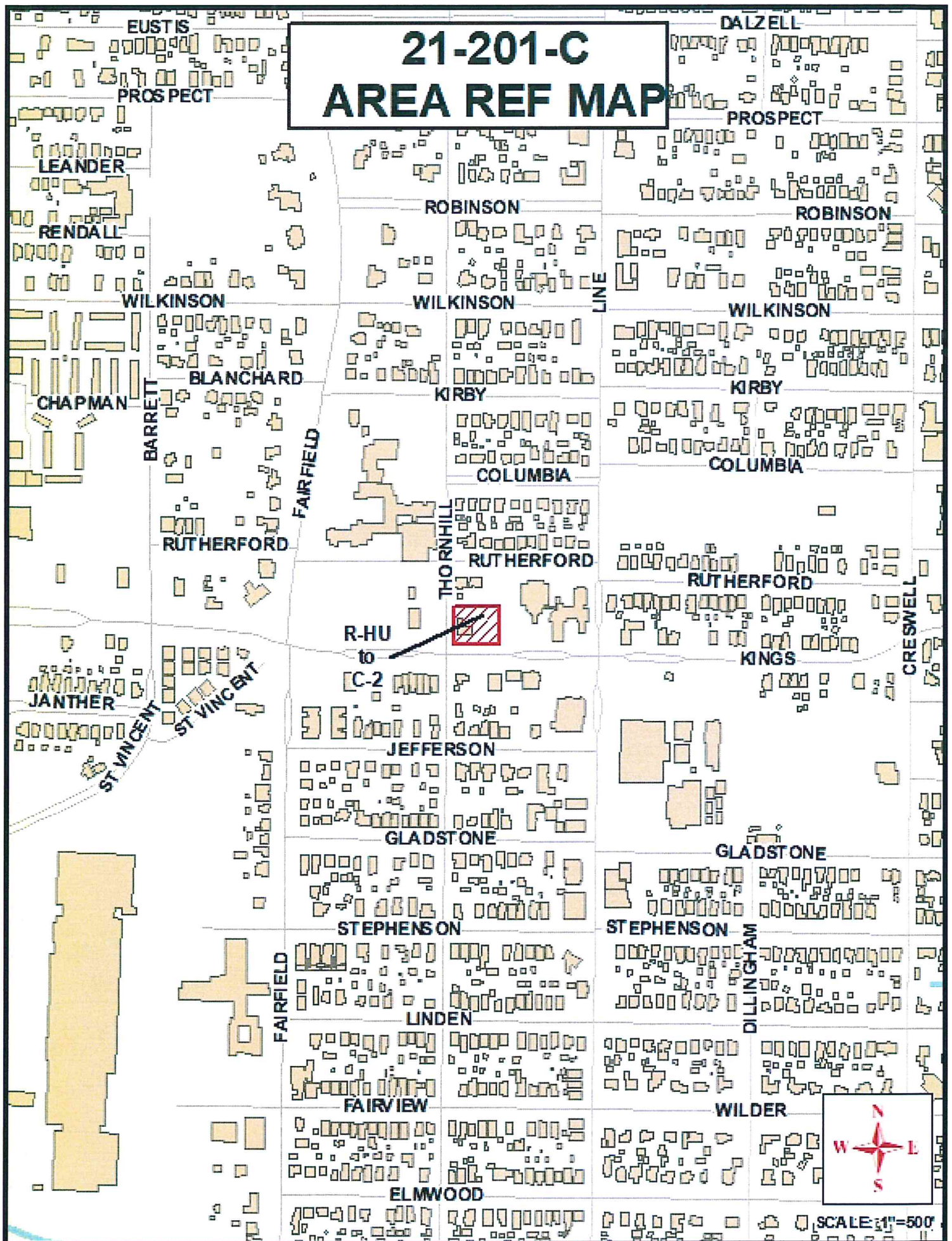
GLADSTONE

LINE



SCALE 1"=200'

21-201-C AREA REF MAP





Shreveport

920 Pierremont Road, Suite 520
Shreveport, LA 71106
318.798.3344

January 5, 2022

Alice G. Correa, AICP
Land Development Coordinator
Planner III
Shreveport-Caddo MPC
P. O. Box 31109
Shreveport, LA 71130

**RE: Case 21-201-C - 856 Kings Highway
C-1 SPUD Rezoning
F&T Project No. 211348**

Ms. Correa:

On behalf of the owner and developer of the referenced property, we would like to request the consideration of a C-1 SPUD Rezoning.

The requested ordinance relief will be the following:

- Allow a drive-through in a C-1 zoning district


The following amenities will be offered:

- Incorporate gables and dormers similar in character to the existing buildings and residences in the area
- Use a brick color and color scheme matching the adjacent Kings Highway Christian Church
- The monument sign will be limited to 4' tall and will be in the same brick as the building
- Three trash receptacles will be placed around the building to ensure trash is contained
- The concrete dumpster enclosure will be in the same color scheme as the building
- A rear pedestrian access from Kings Highway Christian Church will be provided
- An 8'-tall residential screening fence will be installed
- A wider landscape buffer than required will be provided along the rights-of-way

If you have any questions or comments about this request, please give us a call.

Sincerely,

Desmond C. Sprawls, P.E., P.L.S.
Senior Project Manager

		620 Passencher Road Saratoga, CA 95070 408.799.3344		DUNKIN' DONUTS CASE NUMBER 21-201-C		GARBAGE TRUCK		REVISIONS	
PROJECT NO: 211348		DATE: JANUARY, 2022		SHEET NO.		MODEL		211348, INC. SEE PLAN	

JOHN S VACI, Architect
1138 BERMICK ROAD
BIRMINGHAM, AL 35242
205.541.7790
john@johnsvaciarchitect.com

dunkin'
brands™
Kings Highway
Shreveport, LA
Store Number: 363xxx

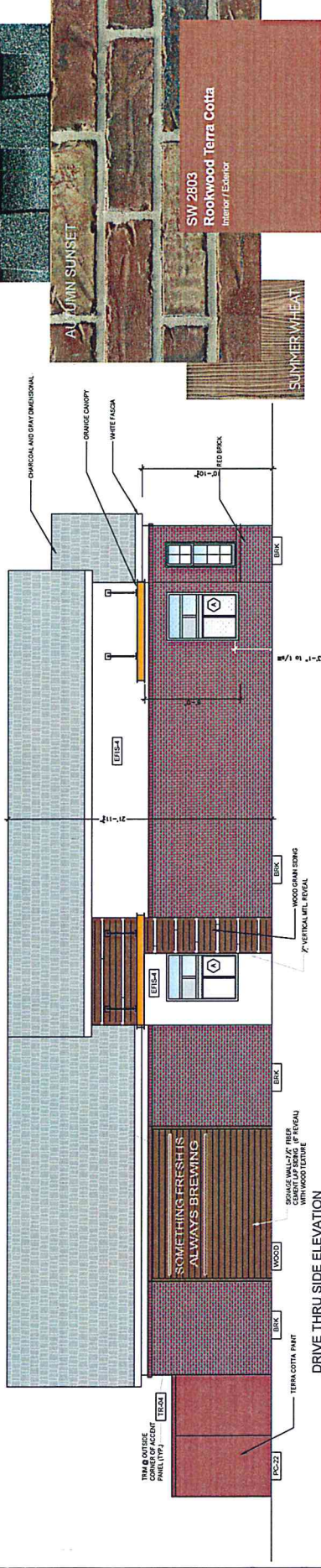
Lagunita Franchise Operations
Tony Arlison and Damon Dunn
601.940.6914
tony@ltops.com

ELEVATIONS

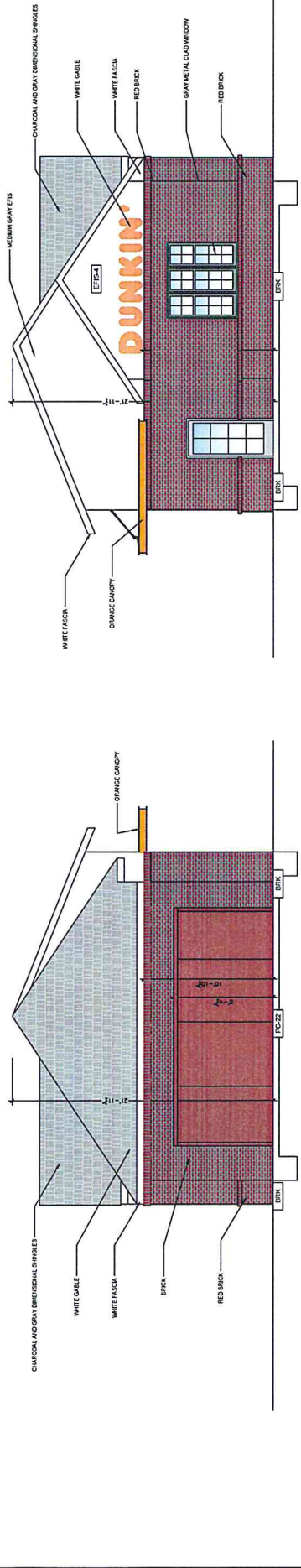
A-5.0

DATE: _____
BY: _____
CHECKED: _____
12/23/2023

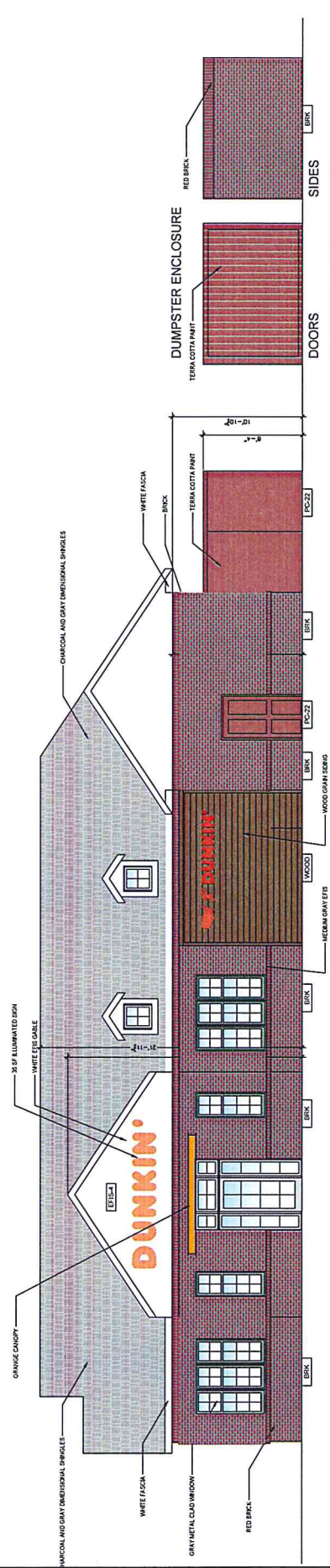
KINGS HIGHWAY SIDE ELEVATION



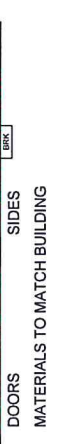
DRIVE THRU SIDE ELEVATION



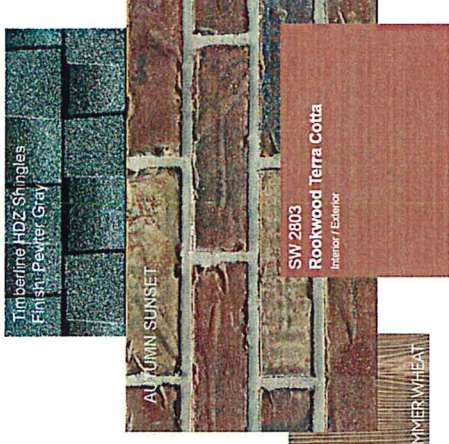
EAST SIDE ELEVATION

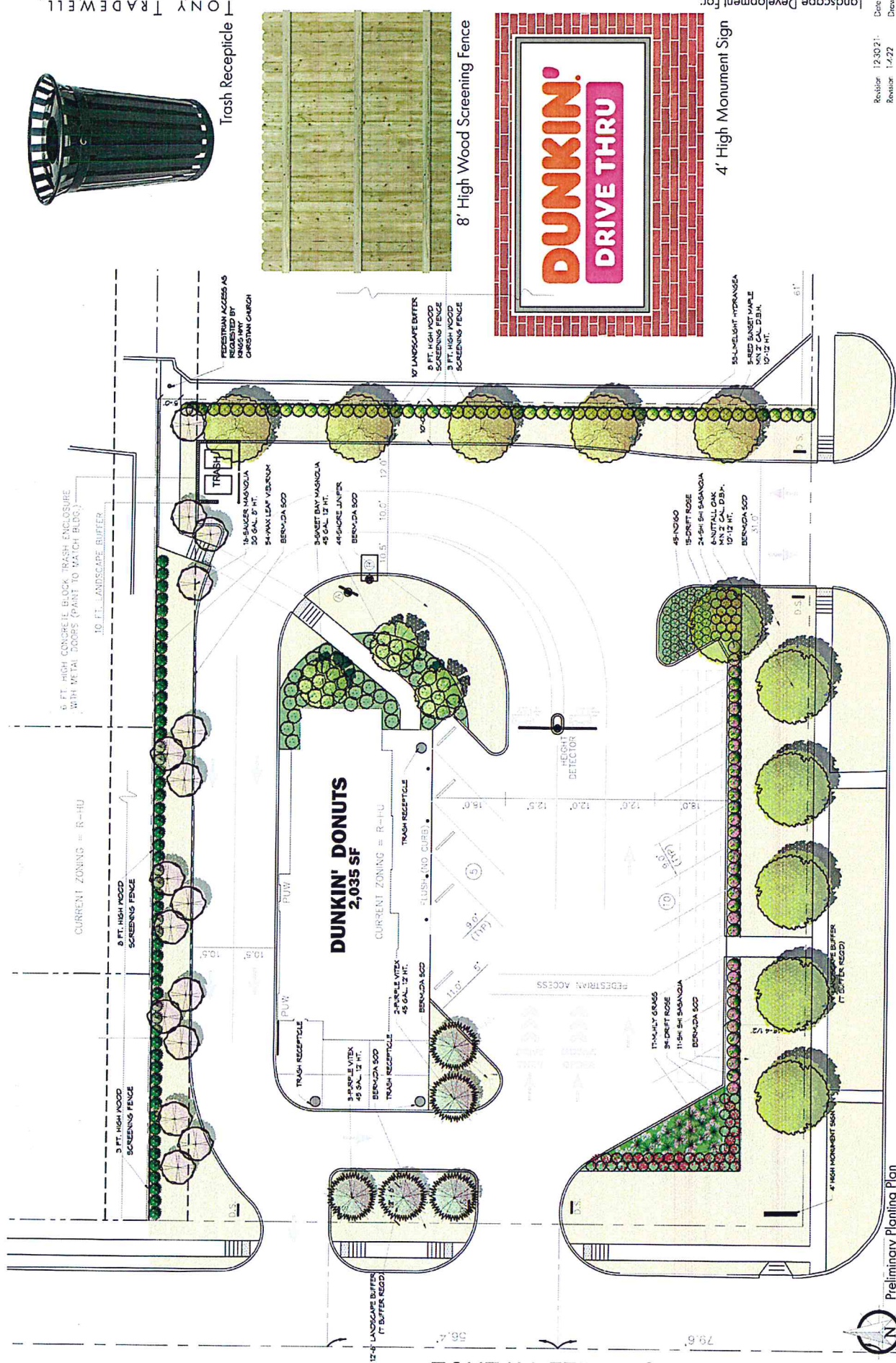


THORNHILL AVE SIDE ELEVATION



DOORS
SIDES
MATERIALS TO MATCH BUILDING





Preliminary Planting Plan

Scale: 1" = 10'-0"

Neighborhood Participation Plan Report

i *This template is for informational purposes only, and should be used as a guide—and modified accordingly—to meet the specifics for your meeting. Items 1-11, along with a notary signature and stamp, are required for submittal.*

- 1. Project Name:** Dunkin Donuts – 840 Kings Highway
- 2. Contact Name:** Damon Dunn
- 3. Meeting Date:** Tuesday, December 14, 2021
- 4. Meeting Location:** Kings Highway Christian Church - Family Life Center
- 5. Meeting Start Time:** 5:30 p.m.
- 6. Meeting End Time:** 7:00 p.m.
- 7. Number of People in Attendance:** 26, excluding members of Dunkin Donuts Team
- 8. Date of Filing of Land Use Application:** Rezoning Application filed November 16, 2021
- 9. General Introduction:**

A Neighborhood Participation Plan meeting was held on Tuesday, December 14, 2021, 5:30 p.m. at the Kings Highway Christian Church Family Life Center to discuss a proposed Dunkin Donuts at 840/856 Kings Highway that would be designed to complement the surrounding historic neighborhood. Damon Dunn led the meeting and provided four display boards – 1) Dunkin Donuts Prototype, 2) Modified building with architecture more compatible to the neighborhood, 3) Proposed Site Plan, and 4) Traffic Flow during various parts of the day.

Those attending the meeting on behalf of the applicant were as follows: Hilary Bransford, Vintage Realty, Brad Armstrong, Vintage Realty, and Desi Sprawls, Forte and Tablada. A list of attendees and meeting minutes are attached to this report.

10. Summary of Concerns and Issues Raised at the Meeting:

Please list and respond to each one individually; include as many items that were discussed.

- a) Can additional gables or dormers be incorporated into the roof of the structure?
Applicant Response: The architect will be contacted to have these modifications incorporated into the design of the building.
- b) Can the brick color match Kings Highway Christian Church/Walgreen's?
Applicant Response: The architect will be instructed to specify a matching brick.
- c) Can three trash cans be provided to reduce litter?
Applicant Response: Three trash receptacles will be provided.
- d) Can a plan be provided that includes the location and information about adjacent structures, including elevations for properties between Line Ave. and Fairfield Ave
Applicant Response: An aerial plan of the area will be provided.
- e) Will the sign height be limited to a monument sign?
Applicant Response: The sign will be a monument sign and will be the same brick as the building.
- f) Will revisions be available prior to submission to the MPC?
Applicant Response: Revisions will be available for review by the church prior to the MPC meeting.
- g) Can this rezoning be deferred until February?
Applicant Response: Revisions to the building can be made before the end of this month. The goal is to remain on the January 5th MPC agenda.
- h) Will Buyer agree to covenants regarding the sign height?
Applicant Response: Yes. Covenants restricting the sign to monument sign height are acceptable.

i) Describe the screening fence.

Applicant Response: The north fence would be an 8-foot high solid wood screening fence. The 8-foot height would be continued along the east property line to the point specified in the UDC. The fence from that point to the street right-of-way would be 3-foot high solid wood fencing.

j) What is the relationship between ownership and operations of the store?

Applicant Response: For liability and tax purposes, the real estate and building would be owned by one entity and the operations of the Dunkin Donuts business would be a separate entity.

k) What will be the economic impact of the Dunkin Donuts store on the local economy?

Applicant Response: The property taxes, sales taxes, employee wages and other benefits would have an economic impact in the millions of dollars over the lifespan of this development.

11. Additional Items Required for Report Submittal:

- ✓ Copy of address list for mailing – the MPC was responsible for mailing the Neighborhood Participation Plan Meeting Notices to nearby neighbors.
- ✓ Meeting sign-in sheet
- ✓ Meeting minutes
- ✓ Copy of any Site Plan and/or Renderings that was presented at the Neighborhood Meeting

12. Deadline:

- If your land use application ***requires*** a Public Hearing before the MPC Board, then your Neighborhood Participation Report must be submitted a minimum of 2-weeks prior to the Public Hearing.
- If your land use application ***does not require*** a Public Hearing, no decision on your land use application will be made until a Neighborhood Participation Plan Report has been submitted to your Case Manager.

I, the undersigned, as the applicant or an authorized representative of the applicant do solemnly swear and attest that the information provided is true and accurate. I have included a complete record of the neighborhood meeting, as well as an honest response regarding the intentions for development.



CEO, Lagunita Franchise Operations 12/15/2021

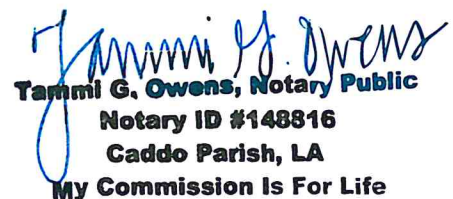
Signature of Applicant or Authorized Representative

Date

Damon Dunn, CEO Lagunita Franchise Operations LLC

Type or Print Name of Applicant (or Authorized Representative)

www.shreveportcaddompc.com



Tammi G. Owens, Notary Public
Notary ID #148816
Caddo Parish, LA
My Commission Is For Life

Dunkin Donuts NPP Meeting Attendees
Tuesday, December 14, 2021

- | | |
|---------------------------|----------------------------------|
| 1. Maury and Glynda Hicks | 611 Lochridge Dr. 71106 |
| 2. Dennis Murray | 8313 Satewood Dr., Greenwood, LA |
| 3. Dennis Wissing | 149 Maximilian Ln., S'port 71105 |
| 4. Jessica Monk | 226 Archer, Shreveport 71105 |
| 5. Alvin Thompson | 407 Tealwood Dr., B.C. 71111 |
| 6. Stephen Lock | 7639 Chesapeake 71105 |
| 7. Mary Anne Bowie | 210 Suzanne Dr, S'port 71115 |
| 8. Donald Sweeters | 861 Columbia, S'port 71104 |
| 9. Barry C. Eakin | 2022 Shadywood Ln., S'port 71105 |
| 10. Renee Eakin | 2022 Shadywood Ln., S'port 71105 |
| 11. Carolyn Brewer | 160 Kings Crossing, S'port 71105 |
| 12. Charles Newpert | 831 Kings Hwy #100, S'port 71105 |
| 13. Vicki Wilson | 149 Maximilian, S'port |
| 14. Linda Dame | 6121 Fern, S'port 71105 |
| 15. Martha Burgess | 10762 Ty Dr., S'port 71106 |
| 16. Clint Small | 1833 Lune 71101 |
| 17. Joey Flippo | 556 Canterbury, B.C. 71111 |
| 18. Becky Flippo | 556 Canterbury, B.C. 71111 |
| 19. Ruth E. Cox | 2500 Centenary Blvd. #1, 71104 |
| 20. Bill Wiener | 2 Longleaf Lane |
| 21. Christopher Coe | 940 College St. 71104 |
| 22. Madison Poche | 262 Wilkinson Street 71104 |
| 23. Robert Asher | 430 College St. 71104 |
| 24. Michele Sauls | 241 Clearwood Lane 71105 |
| 25. Ron Weems | 912 Kings Hwy |

Neighborhood Participation Plan Meeting Minutes

Tuesday, December 14, 2021 • Kings Highway Christian Church Family Life Center • 5:30 p.m.

The meeting was opened in prayer by the Pastor of Kings Highway Christian Church. The Pastor then introduced Damon Dunn. Damon began the presentation by giving the participants a brief history of his background, life accomplishments and how he became a franchisee for Dunkin Donuts. Damon then presented display boards as follows:

1. The new prototype Dunkin Donuts building was shown first. Damon commented that the architecture of the building was not compatible with the neighborhood, so the building shown would not be constructed.
2. The next display board contained a modified building architecture which was more compatible to the neighborhood. The new building elevations were patterned after the Julie Anne's Bakery building across the street.
3. The next display board showed the proposed site plan with proposed landscaping, pedestrian access and screening fences.
4. The last display board was a chart which indicated the traffic flow through a typical Dunkin Donuts store during various times of the day. This board was presented to show that 80% of the traffic through the site occurs prior to 11:00 a.m. At four o'clock in the afternoon when Byrd High School dismisses, the traffic generated by Dunkin Donuts would be minimal.

Damon emphasized that he was there to be a good corporate neighbor and was open to any comments that the residents might have. At that point, Damon opened the meeting for comments and questions from residents.

One participant requested that additional gables or dormers be incorporated into the roof of the structure. The request was to make the roof line resemble the church architecture as opposed to the Julie Anne's Bakery architecture. Damon stated that he would contact his architect and have these modifications incorporated into the design of the building.

There was a request that the brick on the Dunkin building have the same color as the brick on the Kings Highway Christian Church building. Damon stated that he would instruct his architect to specify a matching brick.

A request was made that three trash receptacles be placed on the exterior of the building to help eliminate any issues with littering. Damon said that three trash receptacles would be provided.

A request was made to provide a plan and aerial perspective that includes the location and information about adjacent structures, including elevation, of all other properties between Line Ave. and Fairfield Ave. Damon indicated that an aerial plan of the area would be provided.

A request was made to limit the height of the sign. Damon stated that the only detached sign would be a monument sign.

The participants requested to see the drawings after they had been revised. Damon stated that he would present the revised drawings to the residents prior to formal submittal to the MPC.

The question was asked if the rezoning could be deferred until February. Damon said that he felt confident that the revisions to the building could be made before the end of this month. His goal would be to remain on the January 5th MPC agenda.

Damon was asked if he would agree to covenants that would restrict the height of signage to monument sign height only. Damon said that he would agree to the request.

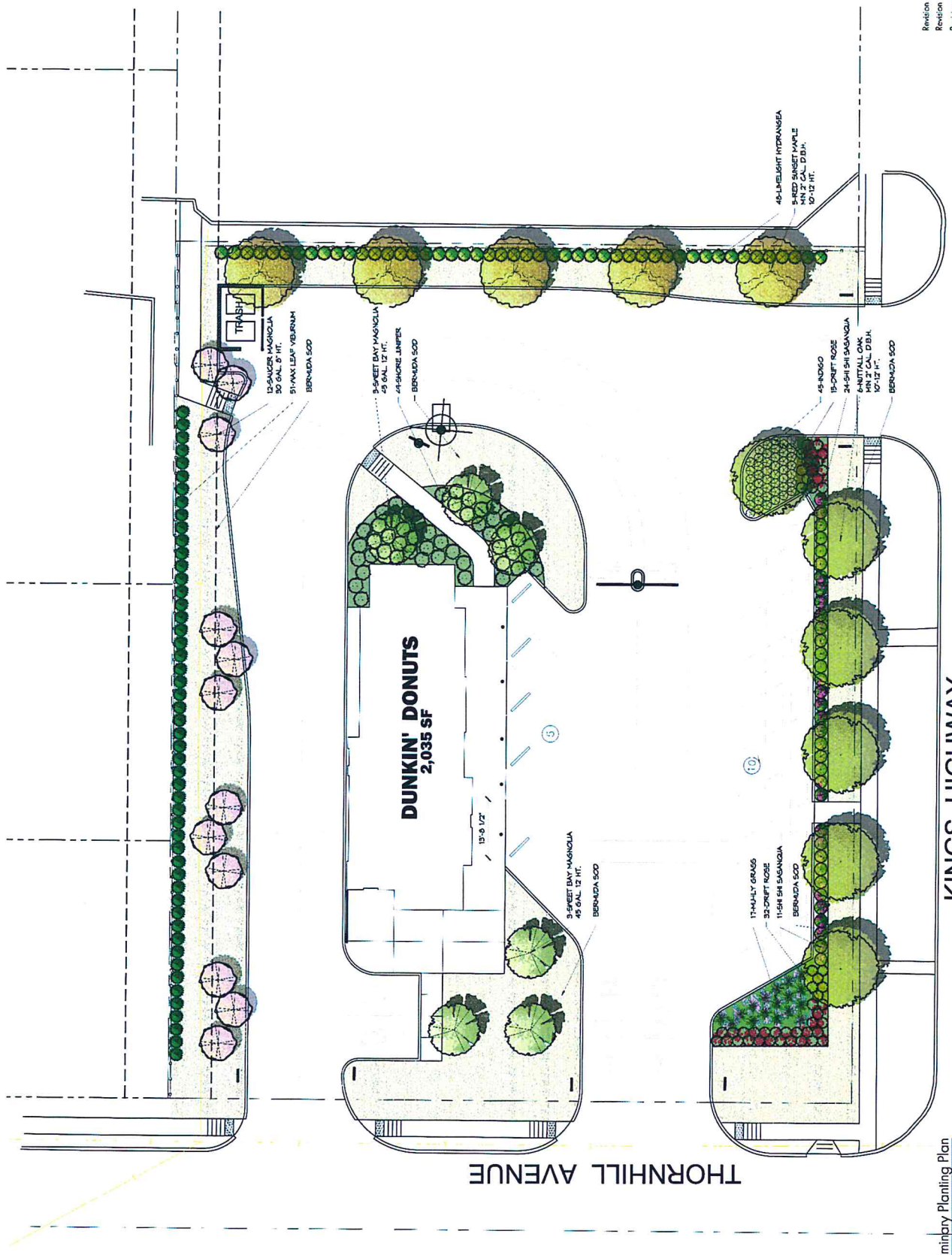
Damon was asked to describe the screening fence. Damon said that the north fence would be an 8-foot high solid wood screening fence. The 8-foot height would be continued along the east property line to the point specified in the UDC. The fence from that point to the street right-of-way would be 3-foot high solid wood fencing.

Questions were asked concerning the relationship between ownership and operations of the store. Damon informed the audience that the real estate and building would be owned by one entity and the operations of the Dunkin Donuts business would be a separate entity. This is done for liability and tax purposes.

Someone asked Damon about the economic impact of the Dunkin Donuts store on the local economy. Damon said that the property taxes, sales taxes, employee wages and other benefits would have an economic impact in the millions of dollars.

The meeting was adjourned at 7:00 p.m.

DEC 8, 2021 - DAYPART 2		5a-10a		AVERAGE TIME (sec)					
Groups	Stores	Menu Board	Greet	Service	Lane Queue	Lane Total	Total Cars		
N/A	Bossier-350870	29	3	41	34	104	184		
N/A	Yourree Dr-354272	42	4	59	65	166	201		
Total Daypart		35	3	50	50	136	385		
DEC 8, 2021 - DAYPART 3		10a-2p		AVERAGE TIME (sec)					
Groups	Stores	Menu Board	Greet	Service	Lane Queue	Lane Total	Total Cars		
N/A	Bossier-350870	63	6	126	99	290	77		
N/A	Yourree Dr-354272	63	4	97	87	248	95		
Total Daypart		63	4	109	92	266	172		
DEC 8, 2021 - DAYPART 4		2p-5p		AVERAGE TIME (sec)					
Groups	Stores	Menu Board	Greet	Service	Lane Queue	Lane Total	Total Cars		
N/A	Bossier-350870	36	6	114	39	190	28		
N/A	Yourree Dr-354272	91	11	129	65	286	48		
Total Daypart		70	9	123	55	250	76		
DEC 8, 2021 - DAYPART 5		5p-9p		AVERAGE TIME (sec)					
Groups	Stores	Menu Board	Greet	Service	Lane Queue	Lane Total	Total Cars		
N/A	Bossier-350870	N/A	N/A	N/A	N/A	N/A			
N/A	Yourree Dr-354272	94	5	169	58	321	26		
Total Daypart		94	5	169	58	321	26		



Preliminary Planting Plan
Scale: 1" = 10'-0"

KINGS HIGHWAY

Revision	_____
Revision	_____
Revision	_____
Revision	_____

Date: Dec 2021
 Drawn By: _____
 Check By: _____
 Sheet #: 1 of 1

Shreveport, Louisiana
 Dunkin' Donuts - Kings Hwy
 Landscape Development For:



ISSUED / REVISED

601.940.6914

Kings Highway
Shreveport LA
Store Number: 363xxx

1138 BERWICK ROAD
BIRMINGHAM, AL 35242



THORNHILL AVE. SINF. EVALUATION



KINGS HIGHWAY SIDE ELEVATION

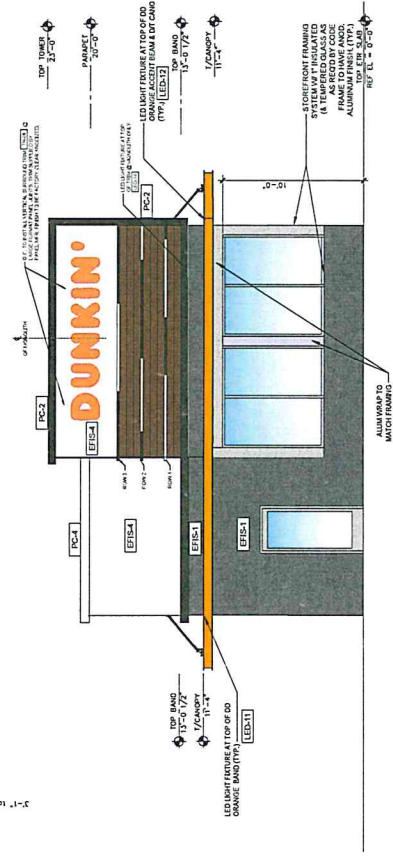
REVISION	DATE

Lagunita Franchise Operations
Tony Antoon and Damon Dunn
601.940.6914
tony@ltops.com

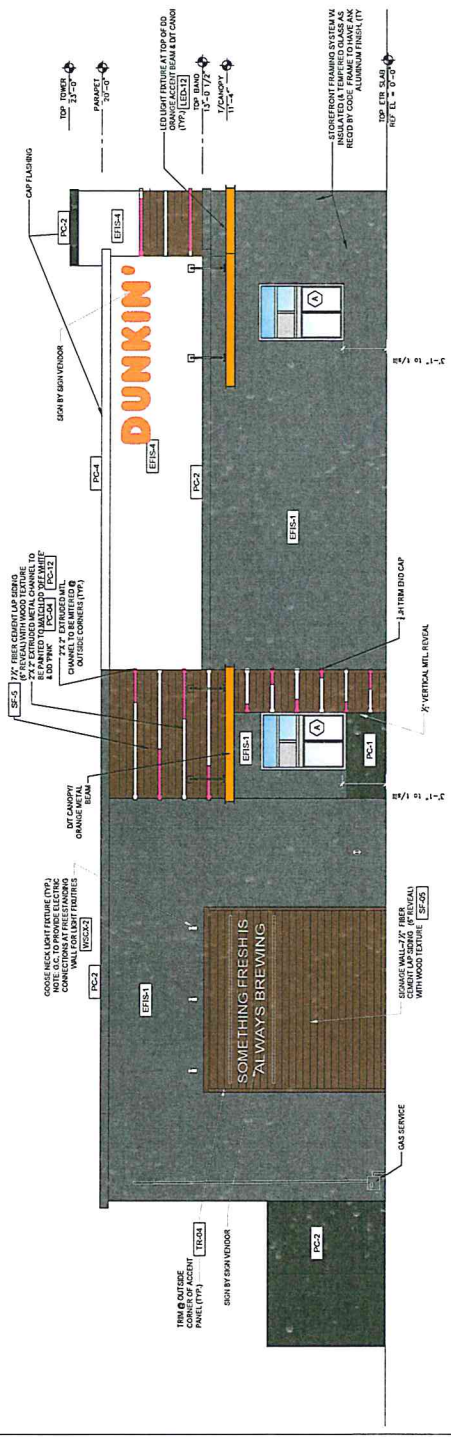
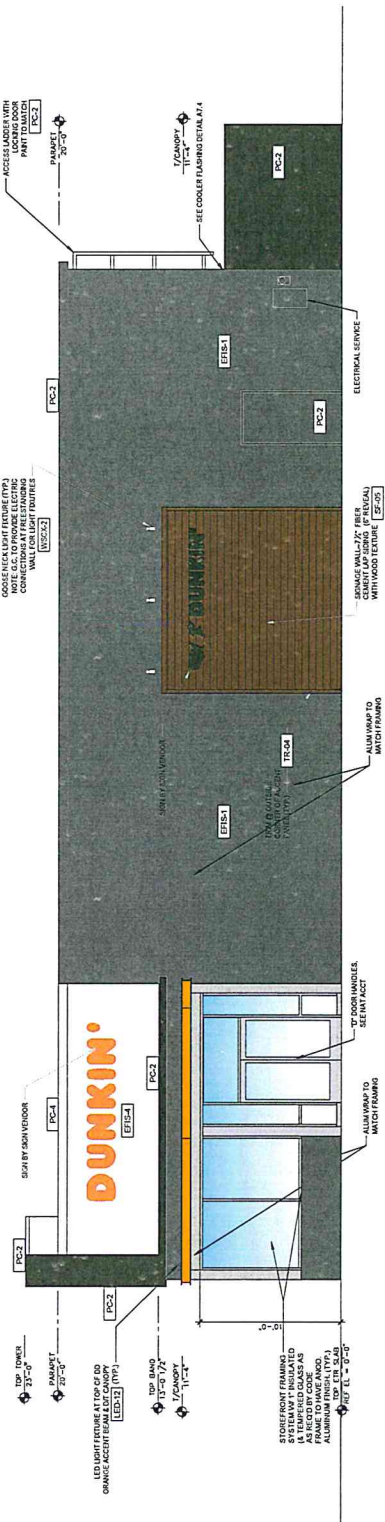
dunkin'
brand
Kings Highway
Shreveport, LA
Store Number: 363xxx

JOHN S VACI, Architect
1138 BIRMINGHAM ROAD
BIRMINGHAM, AL 35242
205.541.7898
john@johnsvaciarchitect.com

FRONT ELEVATION
SCALE: 1/4"=1'-0"



SIDE ELEVATION
SCALE: 1/4"=1'-0"



OPPOSITION

Alice Correa

From: D <sweetercat@aol.com>
Sent: Wednesday, December 15, 2021 3:23 PM
To: Alice Correa
Subject: Re: 21 - 201 C DUNKIN 856 KINGS HIGHWAY

Zoning Change proposed for property
from the property line of Kings Highway Christian Church to Thornhill Avenue

>

> This Proposal has two driveways on to Thornhill Avenue, a residential street instead of onto Kings Highway.

> I am NOT in favor of the increased traffic flow on a residential street.

> Please contact me when this case comes before the Metropolitan Planning Commission.

>

> Thank you

> Donald Sweeters

> 861 Columbia Street

> Shreveport, LA 71104

>

> (318) 465-2421 Please phone or text

>

From: D
To: [Alice Correa](#)
Subject: Re: 21 - 201 C DUNKIN 856 KINGS HIGHWAY
Date: Thursday, January 6, 2022 11:38:25 PM

Thank you recognizing my continued opposition to this project and the resultant traffic congestion on a residential street where small children are dropped off and picked up by their parents for St Marks Episcopal School

On Dec 16, 2021, at 8:23 AM, Alice Correa <Alice.Correa@shreveportla.gov> wrote:

Thank you, Mr. Sweeters,

I will include your opposition in the packet for the board.

Alice

Alice G. Correa, AICP

Land Development Coordinator

Planner III

Shreveport-Caddo MPC

Phone: 318-673-6447

alice.correa@shreveportla.gov

We continually strive to improve customer service. Let us know how we are doing by answering this

5-question Customer Satisfaction Survey: <https://goo.gl/forms/lvH2EBHDfTdKP3JN2>

-----Original Message-----

From: D <sweetercat@aol.com>

Sent: Wednesday, December 15, 2021 3:23 PM

To: Alice Correa <Alice.Correa@shreveportla.gov>

Subject: Re: 21 - 201 C DUNKIN 856 KINGS HIGHWAY

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>

> Thank you

> Donald Sweeters

> 861 Columbia Street

> Shreveport, LA 71104

>

> (318) 465-2421 Please phone or text

>

Kings highway Dunkin Donuts proposed rezoning:

1

1. The purpose of zoning is to protect an area from inappropriate development use or structures, by grouping compatible functions or, look and feel.
2. The north side of the 800 block of Kings Highway is flanked at each end by large church complexes which determines the character of that area. The introduction of a structure that is not compatible as to use and/or character is totally unacceptable.
3. The church needs a new roof and does not have the funds to accomplish this, so it needs to sell their adjoining vacant land to the West. The purchaser wants to build a Dunkin Donut facility there. This is totally out of character with the existing churches located there, The two historic landmarked churches would flank the Drive Through Coffee Shop. This would be terrible, **SPOT ZONING !**
4. The church owns the adjoining vacant lots which could be developed appropriately.
As it down the street from the Med school, how about a developer constructing residential condominiums or fine apartment there for the med school to use for faculty or visiting professors?
There are other possible sites available at Kings Highway and Highland area that might work for Dunkin Donut, after the zoning change is denied.

Other reasons to not put a drive through coffee shop there:

- A. There will be traffic accidents on Kings Highway at the site. However as this location is not too far the emergency room at the SLSU Medical Center, this might be considered a positive thing.
- B. One could assume that students from Byrd High School or Saint Marks may walk over to the donut outlet, get their drink / snack and walk back to school, dropping the stir stick, cup, or napkins along the way. Who cleans this up? The city, the church or donut outlet, who is responsible for this? Enforced?
- C. Think about: "Donuts R Us" wanting to have a small facility on the Court House Square. It might do a good business, but is it appropriate there? The MPC procedures would engage the surrounding property owners. However this not just them that are impacted, it is the whole community. The same impact of such an undertaking changes the "Look & Feel" of the entire area whether it is on a street, a vacant area, or next to one of our communities' CROWN JEWELS.
- D. What if the Dunkin Donuts closes their outlet and sells or leases the facility to others?
Can a massage parlor or any other business take over this space that would be allowed under a new zoning designation?

Conclusions:

- ◆ Just keep the present zoning.
- ◆ Work with the Med School to see if they need the site, for housing or something else.
- ◆ Work with developers to investigate an office building or housing <> condominiums?
- ◆ This is a community asset, not a street or neighborhood issue.

THANKS, *Bill*

----- Page One -----

Bill Wiener A.I.A <> 318 / 655-6335 <> Design.Bill@gmail.com

To:

MPC – City Council – Media – and Others

I am very concerned about the appropriateness of rezoning a part of the Kings Highway Christian Church's property for a Dunkin Donut facility. Having graduated first in my class for the 10th term at the Cornell School of Architect & Planning (Urban Design), I have continued to be active in the "Look & Feel" of Shreveport's future. After hearing about the proposal to build a Dunkin Donut café on the land to the West of the existing the Kings Highway Christian Church, (*one of our crown jewels*) I became concerned that this would be adopted because of political pressure rather being rejected as being inappropriate as to scale and use.

I then visited our local Dunkin Donut café and found it to be first class in every way.

It is located in a shopping complex, on a sea of concrete paving with other commercial uses - good zoning.

I then revisited the area for the proposed site and found that there was no way to determine exactly where the planned location of the building would be.

As this is critical information for all to see, I request the following from the MPC:

1. Put up "story poles" at the corners of where the proposed building will be with the top of the poles at the same elevation of the building's roof (at the corners). Assumed a flat roof.
2. Also it would be informative, if the property lines and the curb cuts were marked.
3. I hope that you will require the proponent to submit an elevation of the whole north side of the Kings Highway from Line to Fairfield. An aerial perspective of this area would also be helpful.
4. Can you ask the Church if they considered trying to sell the subject land to the Med School or a developer to use for the purpose of building a residual complex there to meet the needs?

Kings highway Dunkin Donuts proposed rezoning:

1. The purpose of zoning is to protect an area from inappropriate development use or structures, by grouping compatible functions or "look and feel".
2. The north side of the 800 block of Kings Highway is flanked at each end by large Church Complexes which determines the character of that area. The introduction of a structure that is not compatible as to use, size, and/or character is unacceptable.
3. The church needs a new roof and does not have the funds to accomplish this, so it needs to sell their adjoining vacant land to the West. The purchaser wants to build a Dunkin Donut facility there. This is totally out of character with the existing churches located there, The two historic landmarked churches would flank the Drive Through Coffee Shop. Terrible **SPOT ZONING !**
4. The church owns the adjoining vacant lots which could be developed appropriately.
As it down the street from the Med school, how about a developer constructing residential condominiums or fine apartment there for the med school to use for faculty or visiting professors?

Please keep me informed as to all information and all meetings.

Bill Wiener Jr. A.I.A <> 318 / 655-6335 <> Design.Bill@gmail.com

Dunkin Donuts
Shreveport, LA
0161

Tip Generation

Total Trips								
Land Use	Units		AM			PM		
			IN	OUT	Total	IN	OUT	Total
Coffee/Donut Shop with Drive Thru Window (ITE 937)	1850	SF	84	81	165	40	40	80

Pass-Bys Percentages				
Land Use	AM	PM	Weekday	
Coffee/Donut Shop with Drive Thru Window (ITE 937)	49%	50%	50%	

A pass-by rate survey was not conducted for this land use in the Trip Generation Manual, therefore the average rates for 934 (Fast-food Restaurant with Drive-Through Window) were assumed.

Land Use	AM Trips					
	IN		Out			
	Total	Pass-By	New	Total	Pass-By	New
Coffee/Donut Shop with Drive Thru Window (ITE 937)	84	41	43	81	40	41

Land Use	PM Trips					
	IN		Out			
	Total	Pass-By	New	Total	Pass-By	New
Coffee/Donut Shop with Drive Thru Window (ITE 937)	40	20	20	40	20	20

Table E.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

SEATS	SIZE (1,000 SQ ft)	LOCATION	WEEKDAY TRIP DATE	NO. OF INTERSECTIONS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)		ADJ. STREET FRONTAGE (ft)	ADJ. STREET VOLUME	SOURCE
							PRIVACY	DIVERTED	TOTAL		
—	4.5	Chicago suburbs	1987	84	7:00-9:00 a.m.	44	—	—	56	—	Memphis, Tenn. Hume, P. Bock
88	1.4	Louisville area, KY	1993	—	7:00-9:00 a.m.	62	22	10	38	1,407	Barton-Aschman Assoc.
100	3.0	Louisville, KY	1993	—	7:00-9:00 a.m.	32	47	21	69	437	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	7:00-9:00 a.m.	46	23	31	64	1,048	Barton-Aschman Assoc.
100	3.0	Louisville area, KY	1993	—	7:00-9:00 a.m.	43	14	43	67	2,803	Barton-Aschman Assoc.
—	3.3	various	1996	—	6:00-9:00 a.m.	68	—	—	32	—	Oracle Engineering

Average Pass-By Trip Percentage: 49
— means no data were provided

Table E.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

SEATS	SIZE (1,000 SQ ft)	LOCATION	WEEKDAY TRIP DATE	NO. OF INTERSECTIONS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)		ADJ. STREET FRONTAGE (ft)	ADJ. STREET VOLUME	SOURCE
							PRIVACY	DIVERTED	TOTAL		
—	4.90	Chicago, IL	1984	40	3:00-5:00 p.m.	29	37	44	76	—	Memphis, Tenn. Hume, P. Bock
—	4.80	Chicago, IL	1987	30	3:00-5:00 p.m.	66	—	—	46	—	Memphis, Tenn. Hume, P. Bock
—	4.90	Chicago, IL	1987	195	3:00-5:00 p.m.	50	—	—	44	—	Memphis, Tenn. Hume, P. Bock
—	4.90	Chicago, IL	1987	222	3:00-5:00 p.m.	40	—	—	52	—	Memphis, Tenn. Hume, P. Bock
—	4.90	Chicago, IL	1987	80	3:00-5:00 p.m.	30	—	—	52	—	Memphis, Tenn. Hume, P. Bock
—	4.90	Chicago, IL	1987	44	3:00-5:00 p.m.	44	—	—	36	—	Memphis, Tenn. Hume, P. Bock
88	1.4	Louisville area, KY	1993	—	4:00-5:00 p.m.	46	22	10	38	2,895	Barton-Aschman Assoc.
100	3.0	Louisville area, KY	1993	30	4:00-5:00 p.m.	67	24	6	33	2,462	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	4:00-5:00 p.m.	50	23	13	44	1,038	Barton-Aschman Assoc.
100	3.0	Louisville area, KY	1993	—	4:00-5:00 p.m.	41	31	34	66	4,293	Barton-Aschman Assoc.
—	3.1	various	1996	20	2:00-5:00 p.m.	74	—	—	26	—	TTO Inc.
—	3.1	various	1996	29	2:00-5:00 p.m.	59	—	—	40	—	TTO Inc.
—	4.1	various	1996	42	2:00-5:00 p.m.	60	—	—	38	—	TTO Inc.
—	4.1	various	1996	84	2:00-5:00 p.m.	62	—	—	38	—	TTO Inc.
—	3.2	various	1996	280	2:00-5:00 p.m.	40	36	21	60	—	TTO Inc.
—	2.3	various	1996	273	2:00-5:00 p.m.	45	41	14	59	—	TTO Inc.
—	3.2	various	1996	128	4:00-5:00 p.m.	62	—	—	38	—	Oracle Engineering

Average of several combined studies
Average Pass-By Trip Percentage: 50
— means no data were provided



Phone: 225.223.6685



Mailing Address:
P.O. box 14269
Baton rouge, LA 70898



vecturacs.com

January 31, 2022

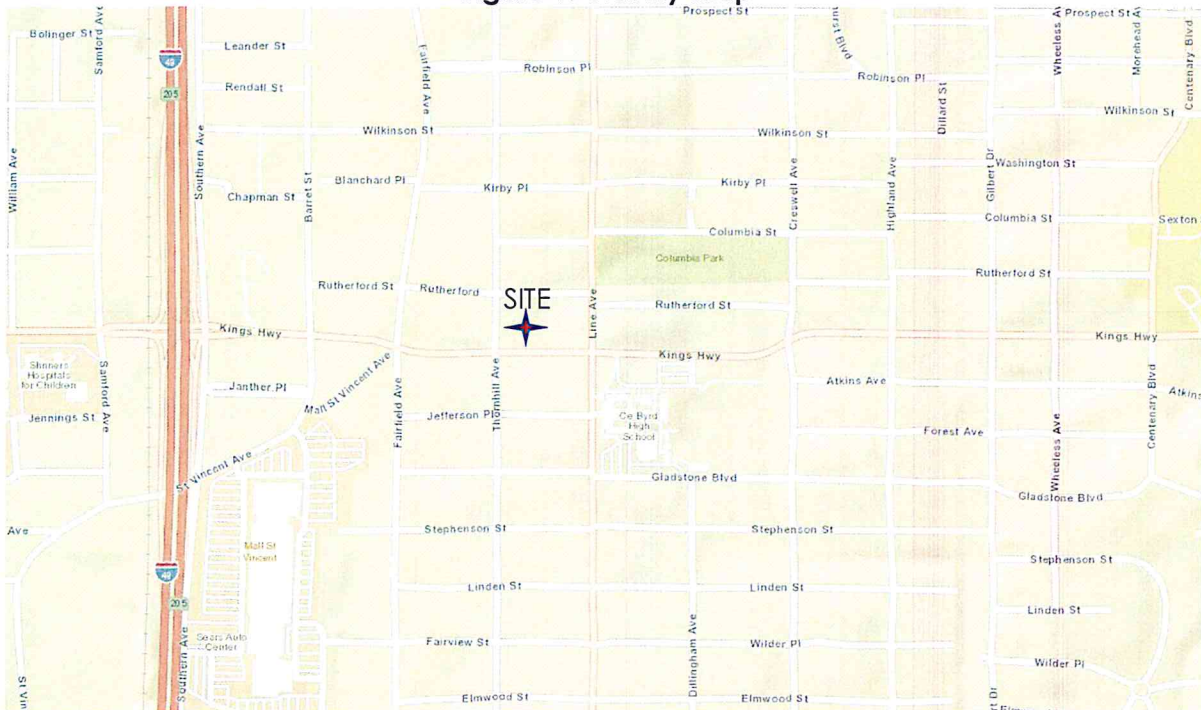
Mr. Damon Dunn
Lagunita Franchise Group, LLC

RE: Traffic Impact Analysis for Proposed Dunkin' Donuts – Kings Hwy – Shreveport, LA

Dear Mr. Dunn,

This technical memorandum summarizes the findings of a traffic impact analysis conducted for a proposed 1,850 square foot Dunkin' Donuts Coffee and Donut Shop to be located on the north side of Kings Highway between Thornhill Avenue and Line Avenue in Shreveport, Louisiana. The goal of this analysis is to determine the impacts, if any, that the site will have on the adjacent road segment of Kings Highway. A vicinity map of the site is presented in **Figure 1**.

Figure 1. Vicinity Map

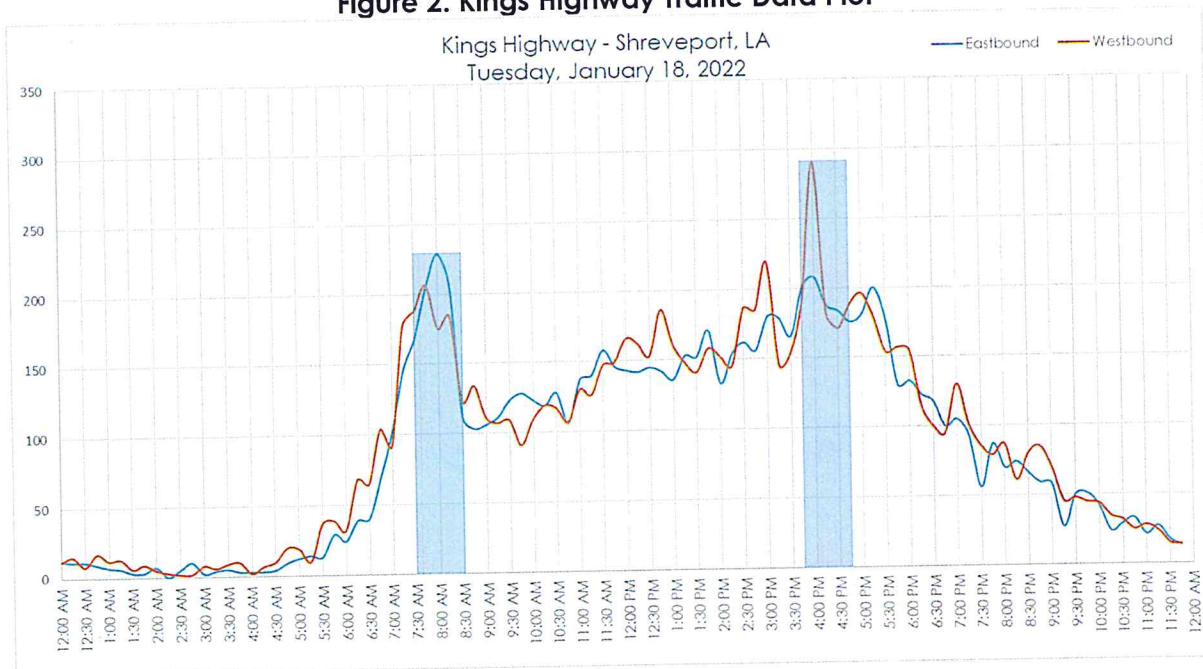


Existing Conditions

Kings Highway in the vicinity of the proposed site is a four-lane, undivided roadway with curb and gutter drainage and 10' lanes. The posted speed limit of Kings Highway is 35 miles per hour.

Existing traffic data was collected on Kings Highway on Tuesday, January 18, 2022 where typical traffic conditions were noted and school was in session. The AM and PM peak hours for a typical day on Kings Highway were found to be 7:30 AM - 8:30 AM and 3:45 PM - 4:45 PM, respectively. **Figure 2** presents a graph that illustrates the 15-minute traffic trends by direction along Kings Highway with the identified peak hours. The raw traffic data that was collected is included as an attachment to this memo.

Figure 2. Kings Highway Traffic Data Plot



The existing peak hour volumes along Kings Highway are presented in **Table 1**.

Table 1. Existing Peak Hour Traffic (vehicles per hour)

	AM	PM
Eastbound	808	781
Westbound	753	836

Build Conditions

The amount of traffic forecasted to be attracted to the proposed Dunkin' Donuts was based on a collection of public and private sector traffic surveys published in the 10th Edition of the *ITE Trip Generation Manual*. The data reported in this manual is nationally accepted as a basis for estimating traffic for the purposes of preparing traffic impact analyses. ITE Land Use 937, "Coffee/Donut Shop with Drive-Through Window" was

consulted using on the independent variable gross floor area. Since the site includes a drive-through window and is expected to operate similar to a fast-food restaurant with a drive-through window (Land Use 934), it is reasonable to assume that a percentage of the total trips generated by the site will be pass-by trips. Standard practice in traffic analysis is to recognize that not all inbound and outbound trips to the proposed site will be "new" trips on the roadway system in the vicinity of the proposed project. Some trips to the project site will consist of "pass-by" trips, which are motorists who are already traveling on the roadway from one place to another. Common pass-by trips for fast-food restaurants would be individuals who stop at the project site on the way to or from work/school. The ITE Trip Generation Handbook 3rd Edition provides data for estimating pass-by rates for fast-food restaurants with a drive-thru window (Land Use 934). According to the manual, 49% of the AM peak hour total trips and 50% of PM peak hour total trips are pass-by trips. **Table 2** presents the trip generation estimates for the proposed Dunkin' Donuts. Trip Generation Documentation is included as an attachment.

Table 2. Trip Generation Estimates

	Overall	Enter			Exit		
		Total	Pass-By	New	Total	Pass-By	New
AM Peak Hour	165	84	41	43	81	40	41
PM Peak Hour	80	40	20	20	40	20	20

Table 3 presents the estimated total traffic along Kings Highway when the Dunkin' Donuts is operational.

Table 3. Future Peak Hour Traffic (vehicles per hour)

	AM	PM
Eastbound	830	791
Westbound	774	846

A graphical representation of the peak hour trip distribution process is included in as an attachment.

HCM Capacity Analysis

The *Highway Capacity Manual, 6th Edition* software package HCS7 was used for multilane highway analysis to compare the traffic conditions along Kings Highway under Pre- and Post-Development Conditions. A multilane highway segment such as Kings Highway can be characterized by the service measure density in passenger cars per mile per lane. **Table 4** presents the level of service (LOS) criteria for multilane highways.

Table 4. LOS Criteria

LOS	Density (pc/mi/ln)
A	≤ 11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	Demand exceeds capacity OR density >45

Table 5 presents the multilane highway capacity analysis results for Kings Highway under existing conditions and future conditions (with the Dunkin' Donuts).

Table 5. Kings Highway Multilane Capacity Analysis

		Existing			Future		
		v/c	Density (pc/mi/ln)	LOS	v/c	Density (pc/mi/ln)	LOS
AM Peak	Eastbound	0.25	16.8	B	0.26	17.3	B
	Westbound	0.22	13.5	B	0.23	13.9	B
PM Peak	Eastbound	0.23	15.1	B	0.23	15.3	B
	Westbound	0.31	18.9	C	0.32	19.1	C

A review of the capacity analysis results indicates that the immediate segment of Kings Highway adjacent to the proposed site location will continue to operate with acceptable levels of service with the addition of the Dunkin' Donuts. The analysis documentation is included as an attachment.

In conclusion, the Dunkin' Donuts site is not anticipated to result in any adverse traffic impacts along the Kings Highway.

This traffic statement and its attachments are sincerely submitted by:



Reece Rodriguez, PE, PTOE
Project Engineer

Attachments

CYCLE		Class													Total
		PC	2A-4T	BUS	2A-6T	3A-SU	4A-SU	<5A DBL	5A DBL	>6A DBL	<6A MUL	6A MUL	>6A MUL		
mph	1	2	3	4	5	6	7	8	9	10	11	12	13		
0-5	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
5-10	.	4	.	.	.	.	.	.	.	.	.	.	.	4 0.0%
10-15	.	36	14	.	2	1	.	.	.	.	.	.	.	53 0.6%
15-20	.	113	25	1	6	5	.	2	.	.	.	.	.	152 1.8%
20-25	.	535	111	9	15	7	3	2	.	.	.	.	.	682 7.9%
25-30	3	1649	338	3	51	9	1	6	3	.	.	.	.	2063 24.0%
30-35	2	2442	493	6	73	3	1	3	1	.	.	.	.	3024 35.2%
35-40	2	1574	323	3	28	1	.	2	1	.	.	.	.	1934 22.5%
40-45	.	441	80	.	11	.	.	.	.	.	.	.	.	532 6.2%
45-50	.	95	20	.	2	.	.	.	.	.	.	.	.	117 1.4%
50-55	.	13	6	.	.	.	.	.	.	.	.	.	.	19 0.2%
55-60	.	2	1	.	3	.	.	.	.	.	.	.	.	6 0.1%
60-65	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
65-70	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
70-75	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
75-80	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
80-85	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
85-90	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
90-95	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
95-100	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
Total	7	6904	1411	22	191	26	5	15	5	0	0	0	0	8586	
	0.1%	80.4%	16.4%	0.3%	2.2%	0.3%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		

MetroCount Vehicle Counts

Kings Highway e/o Thornhill Ave **EB**

Profile:

Filter time: 0:00 Tuesday, January 18, 2022 => 0:00 Wednesday, January 19, 2022

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 5 - 100 mph.

Direction: East (bound), P = East, Lane = 0-16

Separation: Headway > 0 sec, Span 0 - 300 ft

Name: Default Profile

Scheme: Vehicle classification (Scheme F2)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Tuesday, January 18, 2022 - Total=8586, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
43	19	22	14	19	68	172	618	650	468	476	581	572	612	605	726	756	689	474	341	269	186	128	78	
12	7	7	2	3	12	24	101	229	106	123	137	143	136	133	180	208	181	133	105	70	58	42	21	8
11	6	0	4	3	14	39	145	207	111	119	140	142	153	154	179	188	200	123	93	74	27	24	27	13
11	3	5	5	4	13	40	168	111	123	128	158	145	152	162	166	184	178	118	56	66	50	29	17	8
9	3	10	3	9	29	69	204	103	128	106	146	142	171	156	201	176	130	100	87	59	51	33	13	13

AM Peak 0730 - 0830 (808), AM PHF=0.88 PM Peak 1545 - 1645 (781), PM PHF=0.94

MetroCount Classification Count

Kings Highway e/o Thornhill Ave **EB**

Profile:
Filter time: 0:00 Tuesday, January 18, 2022 => 0:00 Wednesday, January 19, 2022 (1)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 5 - 100 mph.
Direction: East (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 300 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Tuesday, January 18, 2022

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0015	11	0	10	1	0	0	0	0	0	0	0	0	0	0
0030	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0045	9	0	7	1	0	1	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0115	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0145	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230	5	0	3	2	0	0	0	0	0	0	0	0	0	0
0245	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0315	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0330	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0345	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0415	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0430	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0445	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0500	12	0	10	2	0	0	0	0	0	0	0	0	0	0
0515	14	0	12	2	0	0	0	0	0	0	0	0	0	0
0530	13	0	8	4	0	0	0	0	1	0	0	0	0	0
0545	29	0	25	3	0	1	0	0	0	0	0	0	0	0
0600	24	0	16	8	0	0	0	0	0	0	0	0	0	0
0615	39	0	33	5	1	0	0	0	0	0	0	0	0	0
0630	40	0	35	4	0	0	1	0	0	0	0	0	0	0
0645	69	0	56	9	2	2	0	0	0	0	0	0	0	0
0700	101	0	83	17	0	0	1	0	0	0	0	0	0	0
0715	145	0	119	20	1	2	2	0	1	0	0	0	0	0
0730	168	1	129	30	1	3	3	0	0	1	0	0	0	0
0745	204	0	172	25	1	3	3	0	0	0	0	0	0	0
0800	229	0	175	43	2	8	1	0	0	0	0	0	0	0
0815	207	0	175	22	1	5	2	1	1	0	0	0	0	0
0830	111	0	84	23	1	2	0	0	1	0	0	0	0	0
0845	103	0	81	17	0	3	1	0	1	0	0	0	0	0
0900	106	0	83	20	0	2	1	0	0	0	0	0	0	0
0915	111	0	93	14	0	3	0	0	1	0	0	0	0	0
0930	123	0	95	24	0	4	0	0	0	0	0	0	0	0
0945	128	0	97	23	0	6	0	0	1	1	0	0	0	0
1000	123	0	87	29	0	6	0	0	1	0	0	0	0	0
1015	119	0	90	23	0	6	0	0	0	0	0	0	0	0
1030	128	1	94	25	1	6	0	0	1	0	0	0	0	0
1045	106	0	78	22	0	5	1	0	0	0	0	0	0	0
1100	137	0	102	32	0	2	1	0	0	0	0	0	0	0
1115	140	0	114	26	0	0	0	0	0	0	0	0	0	0
1130	158	0	124	29	2	3	0	0	0	0	0	0	0	0
1145	146	0	115	24	0	4	1	1	1	0	0	0	0	0
1200	143	0	119	21	0	2	1	0	0	0	0	0	0	0
1215	142	0	115	27	0	0	0	0	0	0	0	0	0	0
1230	145	0	121	20	0	3	1	0	0	0	0	0	0	0
1245	142	0	113	25	0	4	0	0	0	0	0	0	0	0
1300	136	0	110	25	0	1	0	0	0	0	0	0	0	0
1315	153	0	125	25	0	2	0	1	0	0	0	0	0	0

1330	152	0	121	28	0	2	1	0	0	0	0	0	0	0
1345	171	0	134	31	0	6	0	0	0	0	0	0	0	0
1400	133	0	107	22	0	2	0	0	1	1	0	0	0	0
1415	154	1	118	29	1	3	1	1	0	0	0	0	0	0
1430	162	0	135	24	0	3	0	0	0	0	0	0	0	0
1445	156	0	128	23	0	5	0	0	0	0	0	0	0	0
1500	180	1	145	31	1	2	0	0	0	0	0	0	0	0
1515	179	0	140	35	2	2	0	0	0	0	0	0	0	0
1530	166	0	140	22	1	3	0	0	0	0	0	0	0	0
1545	201	0	169	27	1	2	1	0	1	0	0	0	0	0
1600	208	0	164	35	0	7	1	0	1	0	0	0	0	0
1615	188	0	155	27	1	5	0	0	0	0	0	0	0	0
1630	184	0	146	30	0	7	0	0	0	1	0	0	0	0
1645	176	0	142	31	0	2	1	0	0	0	0	0	0	0
1700	181	1	152	22	1	5	0	0	0	0	0	0	0	0
1715	200	0	166	32	0	2	0	0	0	0	0	0	0	0
1730	178	0	147	25	0	5	0	0	1	0	0	0	0	0
1745	130	0	100	27	0	3	0	0	0	0	0	0	0	0
1800	133	0	110	20	0	2	0	0	1	0	0	0	0	0
1815	123	0	98	24	0	1	0	0	0	0	0	0	0	0
1830	118	1	99	14	0	4	0	0	0	0	0	0	0	0
1845	100	1	79	17	0	3	0	0	0	0	0	0	0	0
1900	105	0	90	14	0	1	0	0	0	0	0	0	0	0
1915	93	0	78	11	0	4	0	0	0	0	0	0	0	0
1930	56	0	46	9	0	1	0	0	0	0	0	0	0	0
1945	87	0	73	13	0	1	0	0	0	0	0	0	0	0
2000	70	0	55	12	0	2	0	1	0	0	0	0	0	0
2015	74	0	52	18	0	3	1	0	0	0	0	0	0	0
2030	66	0	58	6	0	2	0	0	0	0	0	0	0	0
2045	59	0	47	10	0	2	0	0	0	0	0	0	0	0
2100	58	0	52	6	0	0	0	0	0	0	0	0	0	0
2115	27	0	21	4	0	1	0	0	0	1	0	0	0	0
2130	50	0	39	10	0	1	0	0	0	0	0	0	0	0
2145	51	0	41	7	0	3	0	0	0	0	0	0	0	0
2200	42	0	29	11	0	2	0	0	0	0	0	0	0	0
2215	24	0	19	5	0	0	0	0	0	0	0	0	0	0
2230	29	0	22	6	1	0	0	0	0	0	0	0	0	0
2245	33	0	29	3	0	1	0	0	0	0	0	0	0	0
2300	21	0	16	4	0	1	0	0	0	0	0	0	0	0
2315	27	0	27	0	0	0	0	0	0	0	0	0	0	0
2330	17	0	17	0	0	0	0	0	0	0	0	0	0	0
2345	13	0	11	1	0	1	0	0	0	0	0	0	0	0

In profile: Vehicles = 8586

Kings Highway e/o Thornhill Ave **WB**

8 - East bound A>B, West bound B>A. Lane: 2

0:00 Tuesday, January 18, 2022 => 0:00 Wednesday, January 19, 2022 (1)

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

5 - 100 mph.

West (bound), P = East, Lane = 0-16

Class														
CYCLE		PC	2A-4T	BUS	2A-6T	3A-SU	4A-SU	<5A DBL	5A DBL	>6A DBL	<6A MUL	6A MUL	>6A MUL	Total
mph	1	2	3	4	5	6	7	8	9	10	11	12	13	
0-5	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
5-10	.	4	.	.	.	.	.	.	.	.	.	.	.	4 0.0%
10-15	.	32	3	.	1	.	.	.	.	.	.	.	.	36 0.4%
15-20	.	86	16	.	2	1	.	.	.	.	.	.	.	105 1.2%
20-25	2	269	68	1	9	5	1	2	.	.	.	.	.	357 4.0%
25-30	1	843	186	10	35	9	2	5	3	.	.	.	.	1094 12.1%
30-35	1	2510	593	9	77	8	.	8	1	.	.	.	.	3207 35.5%
35-40	1	2571	467	3	53	1	.	3	.	.	.	.	.	3098 34.3%
40-45	2	753	138	.	20	1	.	.	.	.	.	.	.	914 10.1%
45-50	1	135	25	.	2	.	.	.	.	.	.	.	.	163 1.8%
50-55	.	31	6	.	1	.	.	.	.	.	.	.	.	38 0.4%
55-60	.	3	1	.	2	.	.	.	.	.	.	.	.	6 0.1%
60-65	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
65-70	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
70-75	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
75-80	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
80-85	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
85-90	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
90-95	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
95-100	.	.	.	.	.	.	.	.	.	.	.	.	.	0 0.0%
Total	7	7237	1503	23	202	25	3	18	4	0	0	0	0	9022
	0.1%	80.2%	16.7%	0.3%	2.2%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

MetroCount Vehicle Counts

Kings Highway e/o Thornhill Ave **WB**

Profile:

Filter time: 0:00 Tuesday, January 18, 2022 => 0:00 Wednesday, January 19, 2022

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 5 - 100 mph.

Direction: West (bound), P = East, Lane = 0-16

Separation: Headway > 0 sec, Span 0 - 300 ft

Name: Default Profile

Scheme: Vehicle classification (Scheme F2)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

In profile: Vehicles = 9022

Tuesday, January 18, 2022 - Total=9022, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
52	40	12	33	39	105	269	663	616	418	452	552	667	608	668	711	831	686	465	396	313	209	136	81	
12	12	5	8	2	19	32	92	175	111	109	130	166	161	152	219	290	196	155	130	87	70	44	28	19
15	13	3	6	7	10	68	177	184	107	119	126	162	148	145	145	182	179	115	101	61	46	35	24	19
8	6	2	9	10	37	65	188	123	109	117	147	153	141	186	154	171	154	100	86	80	48	32	15	12
17	9	2	10	20	39	104	206	134	91	107	149	186	158	185	193	188	157	95	79	85	45	25	14	3

AM Peak 0730 - 0830 (753), AM PHF=0.91 PM Peak 1545 - 1645 (836), PM PHF=0.72

MetroCount Classification Count

Kings Highway e/o Thornhill Ave **WB**

Profile:

Filter time: 0:00 Tuesday, January 18, 2022 => 0:00 Wednesday, January 19, 2022 (1)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13

Speed range: 5 - 100 mph.

Direction: West (bound), P = East, Lane = 0-16

Separation: Headway > 0 sec, Span 0 - 300 ft

Name: Default Profile

Scheme: Vehicle classification (Scheme F2)

Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Tuesday, January 18, 2022

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
<--		1	2	3	4	5	6	7	8	9	10	11	12	13
0000	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0015	15	0	12	2	0	0	0	0	0	1	0	0	0	0
0030	8	0	8	0	0	0	0	0	0	0	0	0	0	0
0045	17	0	16	1	0	0	0	0	0	0	0	0	0	0
0100	12	0	8	4	0	0	0	0	0	0	0	0	0	0
0115	13	0	13	0	0	0	0	0	0	0	0	0	0	0
0130	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0145	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0215	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0300	8	0	7	1	0	0	0	0	0	0	0	0	0	0
0315	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0330	9	0	7	1	0	1	0	0	0	0	0	0	0	0
0345	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0415	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0430	10	0	6	4	0	0	0	0	0	0	0	0	0	0
0445	20	0	16	3	1	0	0	0	0	0	0	0	0	0
0500	19	0	12	7	0	0	0	0	0	0	0	0	0	0
0515	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0530	37	0	32	5	0	0	0	0	0	0	0	0	0	0
0545	39	0	26	10	0	3	0	0	0	0	0	0	0	0
0600	32	0	22	8	1	1	0	0	0	0	0	0	0	0
0615	68	0	55	11	0	2	0	0	0	0	0	0	0	0
0630	65	0	51	11	1	2	0	0	0	0	0	0	0	0
0645	104	0	88	13	0	2	1	0	0	0	0	0	0	0
0700	92	1	78	13	0	0	0	0	0	0	0	0	0	0
0715	177	0	145	28	1	3	0	0	0	0	0	0	0	0
0730	188	0	155	28	1	4	0	0	0	0	0	0	0	0
0745	206	1	165	35	1	2	0	1	1	0	0	0	0	0
0800	175	0	140	28	0	5	1	0	1	0	0	0	0	0
0815	184	0	153	26	0	4	1	0	0	0	0	0	0	0
0830	123	0	92	25	1	5	0	0	0	0	0	0	0	0
0845	134	0	109	22	1	1	1	0	0	0	0	0	0	0
0900	111	1	77	29	0	3	0	0	1	0	0	0	0	0
0915	107	0	80	22	1	3	0	0	0	1	0	0	0	0
0930	109	0	83	19	0	6	0	0	1	0	0	0	0	0
0945	91	0	71	15	1	2	0	0	1	1	0	0	0	0
1000	109	0	85	19	0	3	0	1	1	0	0	0	0	0
1015	119	0	91	20	0	6	1	0	0	1	0	0	0	0
1030	117	0	100	16	0	0	1	0	0	0	0	0	0	0
1045	107	0	85	18	1	0	0	0	3	0	0	0	0	0
1100	130	0	91	33	1	5	0	0	0	0	0	0	0	0
1115	126	0	97	24	0	2	2	0	1	0	0	0	0	0
1130	147	0	116	24	0	7	0	0	0	0	0	0	0	0
1145	149	0	118	28	0	2	0	0	1	0	0	0	0	0
1200	166	0	121	42	1	2	0	0	0	0	0	0	0	0
1215	162	0	123	36	0	2	1	0	0	0	0	0	0	0
1230	153	0	119	28	1	4	0	0	1	0	0	0	0	0
1245	186	0	158	27	0	1	0	0	0	0	0	0	0	0
1300	161	1	119	33	1	6	0	0	1	0	0	0	0	0
1315	148	0	122	18	0	6	2	0	0	0	0	0	0	0

1330	141	0	117	18	0	5	1	0	0	0	0	0	0	0
1345	158	0	129	23	0	6	0	0	0	0	0	0	0	0
1400	152	0	121	25	1	4	1	0	0	0	0	0	0	0
1415	145	0	116	26	0	2	0	0	1	0	0	0	0	0
1430	186	0	146	35	0	5	0	0	0	0	0	0	0	0
1445	185	0	139	38	1	5	0	0	2	0	0	0	0	0
1500	219	0	179	32	1	6	0	1	0	0	0	0	0	0
1515	145	0	118	22	0	5	0	0	0	0	0	0	0	0
1530	154	0	121	30	1	2	0	0	0	0	0	0	0	0
1545	193	0	156	30	0	2	3	0	2	0	0	0	0	0
1600	290	1	243	39	1	6	0	0	0	0	0	0	0	0
1615	182	0	160	15	0	5	2	0	0	0	0	0	0	0
1630	171	1	131	38	0	1	0	0	0	0	0	0	0	0
1645	188	0	157	26	1	4	0	0	0	0	0	0	0	0
1700	196	0	164	28	0	4	0	0	0	0	0	0	0	0
1715	179	0	135	39	0	3	2	0	0	0	0	0	0	0
1730	154	0	120	26	0	5	3	0	0	0	0	0	0	0
1745	157	0	130	23	0	3	1	0	0	0	0	0	0	0
1800	155	0	123	30	0	2	0	0	0	0	0	0	0	0
1815	115	0	96	19	0	0	0	0	0	0	0	0	0	0
1830	100	0	85	14	0	1	0	0	0	0	0	0	0	0
1845	95	0	84	9	0	2	0	0	0	0	0	0	0	0
1900	130	0	103	24	0	3	0	0	0	0	0	0	0	0
1915	101	0	83	16	0	2	0	0	0	0	0	0	0	0
1930	86	0	72	11	0	3	0	0	0	0	0	0	0	0
1945	79	0	63	13	1	2	0	0	0	0	0	0	0	0
2000	87	0	68	17	0	2	0	0	0	0	0	0	0	0
2015	61	0	52	7	0	2	0	0	0	0	0	0	0	0
2030	80	0	71	7	1	0	1	0	0	0	0	0	0	0
2045	85	1	72	9	0	3	0	0	0	0	0	0	0	0
2100	70	0	57	11	0	2	0	0	0	0	0	0	0	0
2115	46	0	39	7	0	0	0	0	0	0	0	0	0	0
2130	48	0	40	5	0	3	0	0	0	0	0	0	0	0
2145	45	0	33	10	0	2	0	0	0	0	0	0	0	0
2200	44	0	40	2	0	2	0	0	0	0	0	0	0	0
2215	35	0	23	12	0	0	0	0	0	0	0	0	0	0
2230	32	0	26	5	0	1	0	0	0	0	0	0	0	0
2245	25	0	21	4	0	0	0	0	0	0	0	0	0	0
2300	28	0	22	5	0	1	0	0	0	0	0	0	0	0
2315	24	0	21	2	0	1	0	0	0	0	0	0	0	0
2330	15	0	14	1	0	0	0	0	0	0	0	0	0	0
2345	14	0	11	3	0	0	0	0	0	0	0	0	0	0

In profile: Vehicles = 9022

Land Use: 937

Coffee/Donut Shop with Drive-Through Window

Description

This land use includes single-tenant coffee and donut restaurants with drive-through windows. Freshly brewed coffee and a variety of coffee-related accessories are the primary retail products sold at these sites. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. Some sites may also sell newspapers, music, CDs, and books. The coffee and donut shops contained in this land use typically hold long store hours (more than 15 hours) with an early morning opening. Also, limited indoor seating is generally provided for patrons; however, table service is not provided. Coffee/donut shop without drive-through window (Land Use 936), coffee/donut shop with drive-through window and no indoor seating (Land Use 938), bread/donut/bagel shop without drive-through window (Land Use 939), and bread/donut/bagel shop with drive-through window (Land Use 940) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Connecticut, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Specialized Land Use Data

One study provided data for a coffee/donut shop with a drive-through window that also sells donuts and ice cream (source 617). The trip generating characteristics of this site differed from the sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The site had a gross floor area of 3,300 square feet. It generated 425 vehicle trips during the weekday AM peak hour of adjacent street traffic, and 236 vehicle trips during the weekday PM peak hour of adjacent street traffic.

Source Numbers

594, 599, 615, 617, 618, 621, 622, 635, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982

Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 61

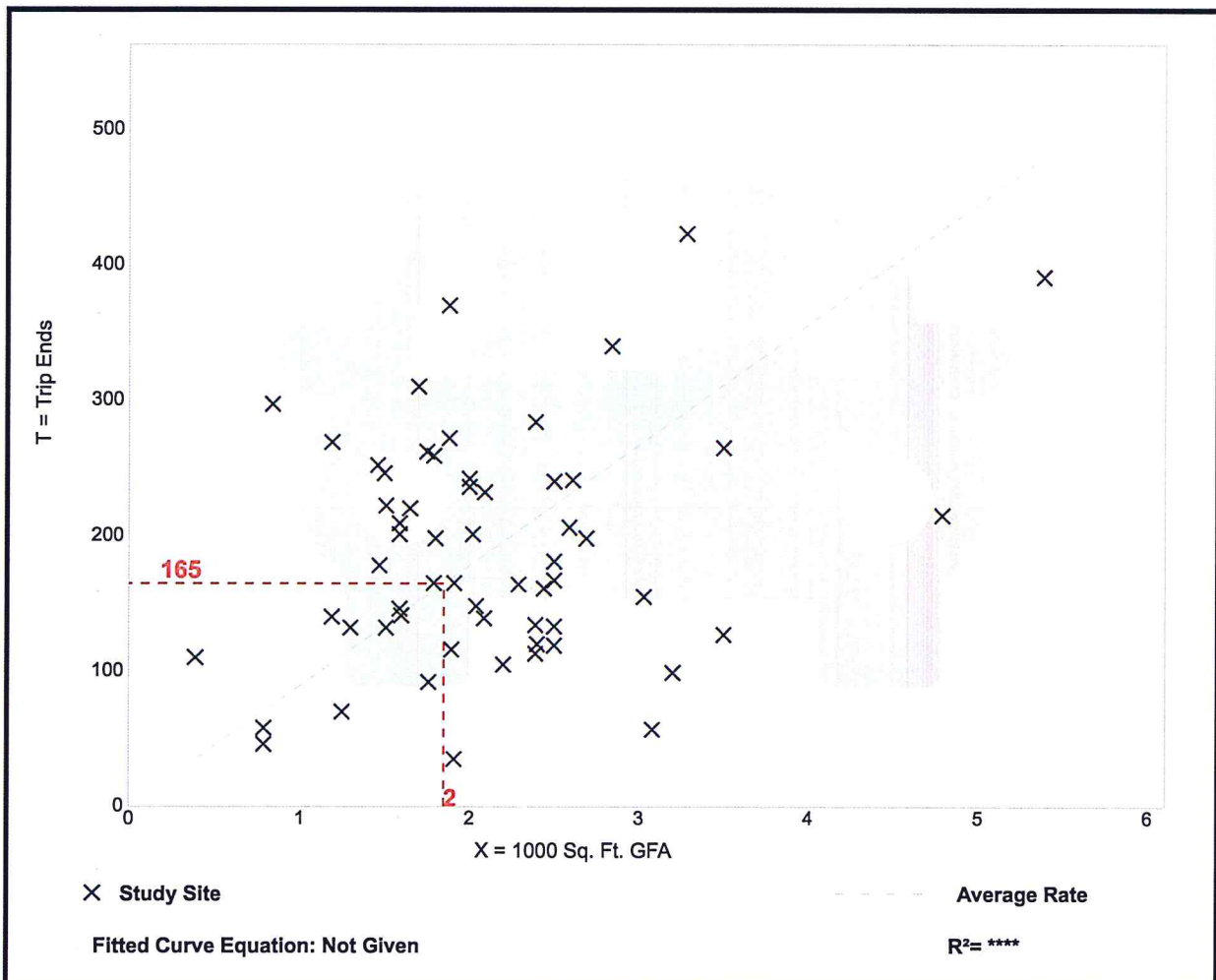
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
88.99	18.32 - 353.57	48.19

Data Plot and Equation



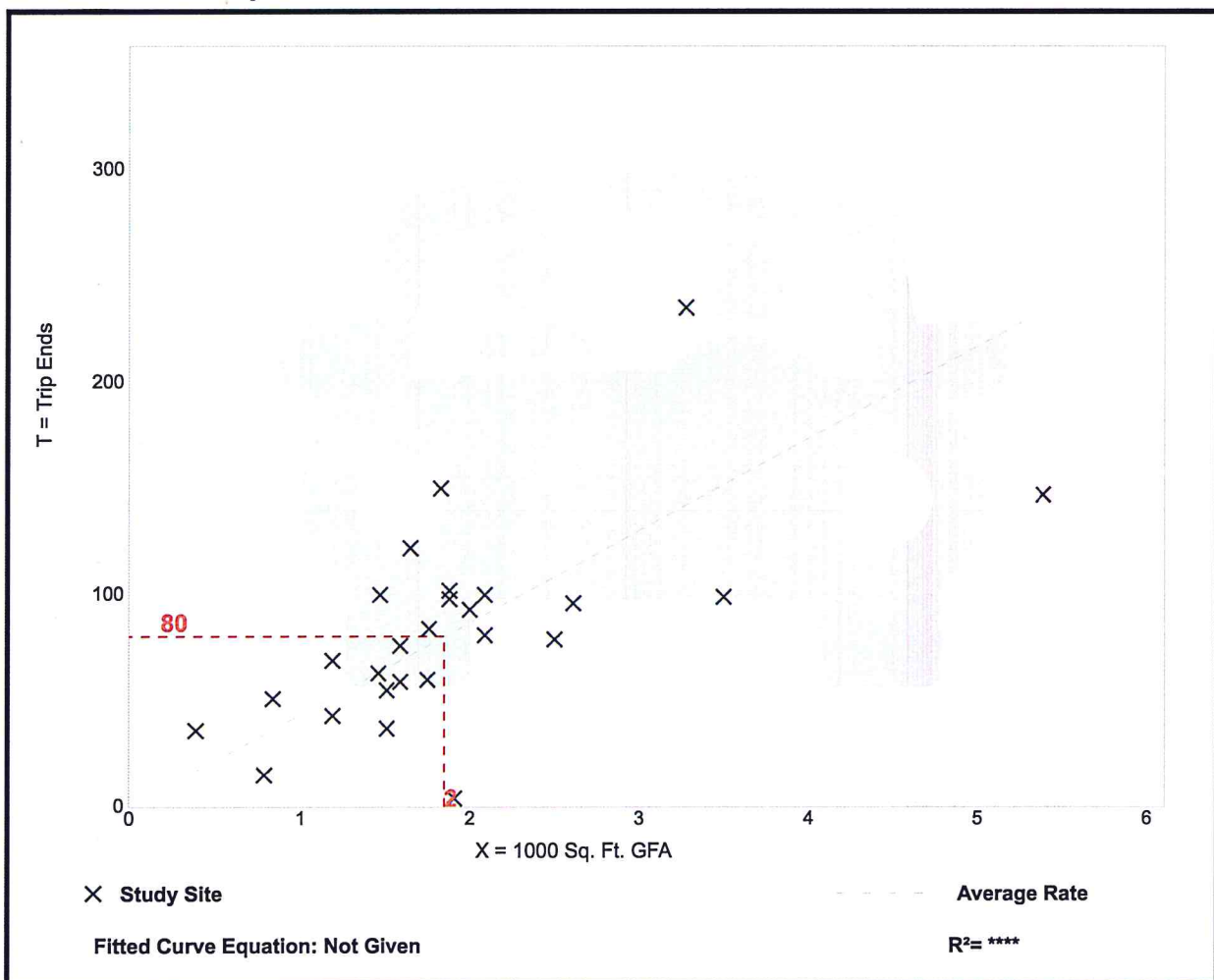
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 26
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
43.38	2.09 - 92.31	18.88

Data Plot and Equation



**Table E.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	<5	Chicago suburbs, IL	1987	64	7:00–9:00 a.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	62	22	16	38	1,407	Barton-Aschman Assoc.
100	3.6	Louisville, KY	1993	—	7:00–9:00 a.m.	32	47	21	68	437	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	7:00–9:00 a.m.	46	23	31	54	1,049	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	7:00–9:00 a.m.	43	14	43	57	2,903	Barton-Aschman Assoc.
—	3.3	varies	1996	—	6:00–9:00 a.m.	68	—	—	32	—	Oracle Engineering

Average Pass-By Trip Percentage: 49

“—” means no data were provided

**Table E.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window**

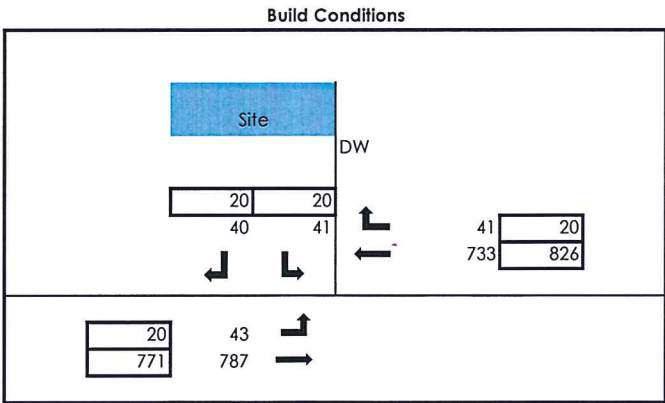
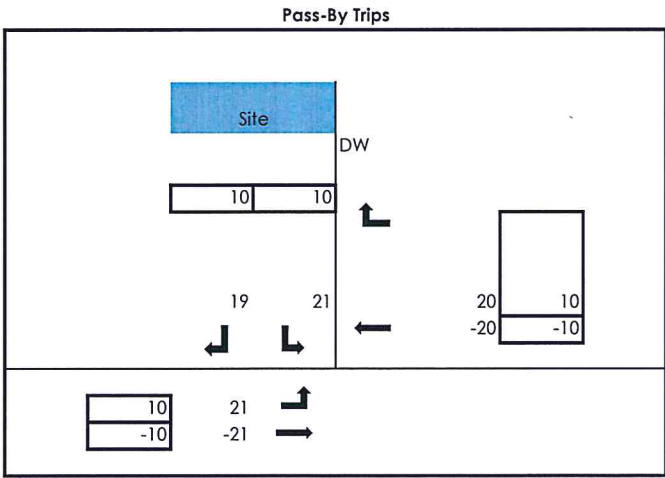
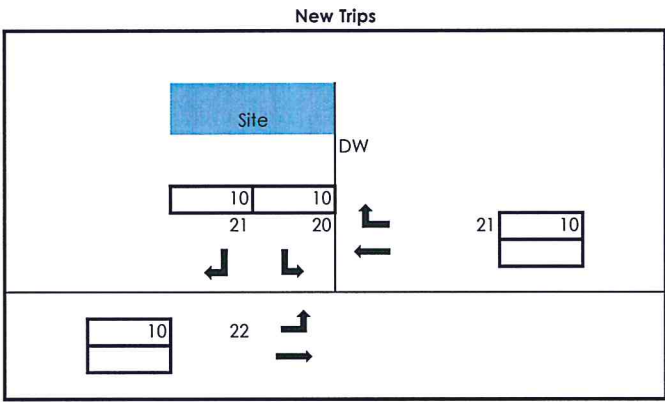
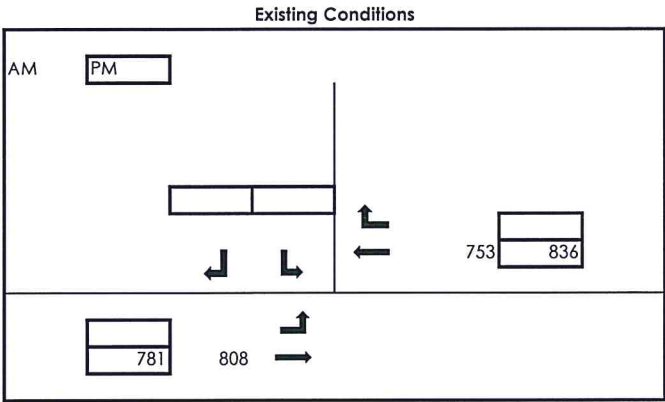
SEATS	SIZE (1,000 SQ FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS- BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	<2.6	Minneapolis-St. Paul, MN	1987	50	3:00–7:00 p.m.	25	27	48	75	—	—
—	<5.0	Chicago suburbs, IL	1987	80	3:00–6:00 p.m.	38	—	—	62	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	100	3:00–6:00 p.m.	55	—	—	45	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	159	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	225	3:00–6:00 p.m.	48	—	—	52	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	88	3:00–6:00 p.m.	35	—	—	65	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	84	3:00–6:00 p.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.3	Louisville area, KY	1993	—	4:00–6:00 p.m.	68	22	10	32	2,055	Barton-Aschman Assoc.
120	1.9	Louisville area, KY	1993	33	4:00–6:00 p.m.	67	24	9	33	2,447	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	4:00–6:00 p.m.	56	25	19	44	1,632	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	4:00–6:00 p.m.	31	31	38	60	4,250	Barton-Aschman Assoc.
—	3.1	Kissimmee, FL	1995	26	2:00–6:00 p.m.	71	—	—	29	—	TPD Inc.
—	3.1	Apopka, FL	1996	29	2:00–6:00 p.m.	36	—	—	62	—	TPD Inc.
—	2.8	Winter Springs, FL	1995	47	2:00–6:00 p.m.	66	—	—	34	—	TPD Inc.
—	4.3	Longwood, FL	1994	304	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.
—	3.2	Altamonte Springs, FL	1996	202	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	2.9	Winter Park, FL	1996	271	2:00–6:00 p.m.	41	41	18	59	—	TPD Inc.
—	3.3*	several	1996	varies	4:00–6:00 p.m.	62	—	—	38	—	Oracle Engineering

*Average of several combined studies.

Average Pass-By Trip Percentage: 50

“—” means no data were provided

Trip Distribution Representation



HCS7 Multilane Highway Report

Project Information

Analyst		Date	1/31/2022
Agency		Analysis Year	2022
Jurisdiction	Shreveport	Time Analyzed	AM Peak Hour Existing
Project Description	Dunkin Donuts - Shreveport	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Kings Highway Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	30.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	28.4		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	808	Heavy Vehicle Adjustment Factor (fHV)	0.962
Peak Hour Factor	0.88	Flow Rate (Vp), pc/h/ln	477
Total Trucks, %	4.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	28.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	16.8
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	7.5		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	459	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.35
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Kings Highway Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	17.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	31.7		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	753	Heavy Vehicle Adjustment Factor (fHV)	0.971
Peak Hour Factor	0.91	Flow Rate (Vp), pc/h/ln	426
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	31.6
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	13.5
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	4.3		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (vOL),veh/h	459	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.35
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

HCS7 Multilane Highway Report

Project Information

Analyst		Date	1/31/2022
Agency		Analysis Year	2022
Jurisdiction	Shreveport	Time Analyzed	PM Peak Hour Existing
Project Description	Dunkin Donuts - Shreveport	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Kings Highway Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	30.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	28.4		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	781	Heavy Vehicle Adjustment Factor (fHV)	0.971
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	428
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	28.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	15.1
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	7.5		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vol),veh/h	415	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.08
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data

Direction 2	Kings Highway Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	17.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	31.7		

Direction 2 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 2 Demand and Capacity

Volume(V) veh/h	836	Heavy Vehicle Adjustment Factor (fHV)	0.971
Peak Hour Factor	0.72	Flow Rate (Vp), pc/h/ln	598
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	31.6
Total Lateral Clearance Adj. (fLTC)	0.9	Density (D), pc/mi/ln	18.9
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	4.3		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (VOL),veh/h	415	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.08
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

HCS7 Multilane Highway Report

Project Information

Analyst		Date	1/31/2022
Agency		Analysis Year	2022
Jurisdiction	Shreveport	Time Analyzed	AM Peak Hour Future
Project Description	Dunkin Donuts - Shreveport	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Kings Highway Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	30.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	28.4		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	830	Heavy Vehicle Adjustment Factor (fHV)	0.962
Peak Hour Factor	0.88	Flow Rate (Vp), pc/h/ln	490
Total Trucks, %	4.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	28.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	17.3
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	7.5		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vol),veh/h	472	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.36
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data			
Direction 2	Kings Highway Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	17.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	31.7		
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume(V) veh/h	774	Heavy Vehicle Adjustment Factor (fHV)	0.971
Peak Hour Factor	0.91	Flow Rate (Vp), pc/h/ln	438
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	31.6
Total Lateral Clearance Adj. (fLc)	0.9	Density (D), pc/mi/ln	13.9
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	4.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	472	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.36
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

HCS7 Multilane Highway Report

Project Information

Analyst		Date	1/31/2022
Agency		Analysis Year	2022
Jurisdiction	Shreveport	Time Analyzed	PM Peak Hour Future
Project Description	Dunkin Donuts - Shreveport	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Kings Highway Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	30.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	28.4		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	791	Heavy Vehicle Adjustment Factor (fHV)	0.971
Peak Hour Factor	0.94	Flow Rate (Vp), pc/h/ln	434
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	28.4
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	15.3
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	B
Access Point Density Adjustment (fA)	7.5		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vol),veh/h	421	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.09
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E

Direction 2 Geometric Data			
Direction 2	Kings Highway Westbound		
Number of Lanes (N), ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	17.0
Lane Width, ft	10	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Undivided	Total Lateral Clearance (TLC), ft	9
Free-Flow Speed (FFS), mi/h	31.7		
Direction 2 Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		
Direction 2 Demand and Capacity			
Volume(V) veh/h	846	Heavy Vehicle Adjustment Factor (fHV)	0.971
Peak Hour Factor	0.72	Flow Rate (Vp), pc/h/ln	605
Total Trucks, %	3.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Direction 2 Speed and Density			
Lane Width Adjustment (fLW)	6.6	Average Speed (S), mi/h	31.6
Total Lateral Clearance Adj. (fLLC)	0.9	Density (D), pc/mi/ln	19.1
Median Type Adjustment (fM)	1.6	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	4.3		
Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (VOL),veh/h	421	Effective Speed Factor (St)	3.84
Effective Width of Volume (Wv), ft	10	Bicycle LOS Score (BLOS)	5.09
Average Effective Width (We), ft	10	Bicycle Level of Service (LOS)	E







PROPOSED
**ZONING
CHANGE**
CALL
673-6480
METROPOLITAN
PLANNING
COMMISSION



APP-MPC-27214 - Zoning Map Amendment (Rezoning)

Project Address Information:

Address: 856 Kings Highway
City: Shreveport
State: LA
Zip: 71104

Application Submittal Information:

Create Date: Nov 16 2021 2:26PM
Sent Date: Nov 16 2021 2:26PM
Approved Date: Nov 16 2021 3:29PM

Contact Information:

Applicant:

Business Name: Lagunita Franchise Operations
Name: Damon Dunn
Address: 4785 Old Canton Rd., Ste 203, Jackson, MS 39211
Email: damon@LFOPS.com
Home Number:
Mobile Number:
Office Number:

Architect:

Business Name:
Name:
Address: , , LA
Email:
Home Number:
Mobile Number:
Office Number:

Business Owner:

Business Name:
Name:
Address: , , LA
Email:
Home Number:
Mobile Number:
Office Number:

Engineer:

Business Name: Forte and Tablada, Inc.
Name: Desmond Sprawls
Address: 920 Pierremont Rd., Suite 520, Shreveport, LA 71106
Email: dsprawls@forteandtablada.com
Home Number:
Mobile Number:
Office Number: (318) 798-3344

Property Owner:

Business Name: Kings Highway Christian Church
Name: Dennis Wissing
Address: 806 Kings Highway, Shreveport, LA 71104
Email: dennis.wissing@lsus.edu
Home Number:
Mobile Number:
Office Number:

Application Questionnaire:**Zoning Map Amendment
(Rezoning)**

Project Name	Dunkin Donuts
City or Parish Project	753
Existing Zoning	R-HU
Requested Zoning	C-2
Application Category	Planning Case - City
Application/Case Type	Zoning Map Amendment (Rezoning)

**SHREVEPORT METROPOLITAN PLANNING COMMISSION OF CADDO PARISH
SUMMARY MINUTES OF THE PUBLIC HEARING FEBRUARY 2, 2022**

A regularly scheduled public hearing of the Shreveport Metropolitan Planning Commission of Caddo Parish was held on Wednesday, February 2, 2022 at 3:00 p.m. at Government Plaza Chamber, 505 Travis Street, Shreveport, Caddo Parish, LA. The members met virtually on February 1 for case manager presentations.

Members Present

Winzer Andrews, Chair
Curtis Joseph, Vice Chair
Rudy Morton
Gabriel Balderas
Rachel Jackson
Bill Robertson
Harold Sater

Staff Present

Alan Clarke, Executive Director
Stephen Jean, Deputy Director
Reginald Jordan, Zoning Administrator
Adam Bailey, Community Planning & Design Manager
Manushka Desgage, City Attorney's Office
Lenetta English, Zoning Compliance Coordinator

Members Absent

Chris Elbersen, Secretary

The hearing was opened with prayer by **MS. JACKSON**. The Pledge of Allegiance was led by **MR. ROBERTSON**.

The meeting was called to order & the procedure for hearing the applications on today's agenda was explained. Speakers should speak clearly into the microphone & give their name & mailing address for further reference. Comments on any item not on the agenda will be limited to 3 minutes at the end of the public hearing. Any written comments that were submitted may be viewed in the public record files.

All decisions rendered by the Metropolitan Planning Commission are subject to appeal to the appropriate governing body, either the City Council or the Caddo Parish Commission. Appeals must be filed within 10 days from the date a decision is rendered by the Metropolitan Planning Commission.

A motion was made by MR. JOSEPH, seconded by MR. MORTON, to approve the minutes of the January 5, 2022 public hearing as submitted.

The motion was adopted by the following 7-0 vote: Ayes: Messrs. ANDREWS, BALDERAS, JOSEPH, MORTON, ROBERTSON, & SATER and Mes. JACKSON Nays: NONE. Absent: Messrs. ELBERSON

PUBLIC HEARING

CASE NO. 21-201-C SMALL PLANNED UNIT DEVELOPMENT & SITE PLAN

Applicant:	Lagunita Franchise Operations
Owner	KINGS HIGHWAY CHRISTIAN CHURCH
Location:	856 KINGS HWY (NE corner of Kings Hwy. and Thornhill Ave.)
Existing Zoning:	R-HU
Request	R-HU to C-1(SPUD)
Proposed Use:	Restaurant with Drive-through

Representative &/or support:

Damen Dunn 13313 55th Avenue NW, Gig Harbor, WA 98332
LeVette Fuller 519 Kirby Place, Shreveport, LA 71106

Mr. Dunn explained that he incorporated every concern into his site plan that was raised during the neighborhood participation meeting and implemented a design standard that was sensitive to and compatible with the surrounding historic buildings, even

though the site is not in a historic district. He explained that he paid for a traffic impact study to ensure that there would not be a negative impact. Mr. Dunn stressed that he wants to be a good neighbor and community partner.

A motion was made by MR. JOSEPH, seconded by MS. JACKSON to extend the time for the applicant to speak.

**The motion was adopted by the following 6-0 vote: Ayes: Messrs. ANDREWS, JOSEPH, MORTON, ROBERTSON, & SATER and Mes. JACKSON Nays: NONE. Absent: Messrs. ELBERSON
Messrs. BALDERAS vote was not recorded.**

Councilwoman Fuller stated that Mr. Dunn has been accommodating throughout this entire process.

Opposition:

Donald Sweeters 861 Columbia Street, Shreveport, LA 71104

Phillip Lattier 850 Rutherford Street, Shreveport, LA 71104

John Riggs 401 Edwards Street, Suite 1000, Shreveport, LA 71101

The opposition agreed that there are concerns about traffic coming in and out on Thornhill. Additionally, they expressed concerns of increased traffic due to the proximity to Saint Marks Episcopal Cathedral School.

Rebuttal:

Damen Dunn 13313 55th Avenue NW, Gig Harbor, WA 98332

Mr. Dunn explained that the traffic impact study revealed that there would not be any additional traffic generated in the area and the people who will go to the restaurant are those that are already presently on this road.

Mr. Robertson questioned the reports finding about additional traffic in the vicinity; Mr. Dunn explained that the restaurant is not classified as a destination retail such as a Walmart, Target, or other grocery store, rather they are a convenience business, meaning people already traveling on this road will be the ones coming to the restaurant. Mr. Robertson questioned if the report includes Saint Marks traffic; Mr. Dunn explained that it includes all traffic that comes in this area. Mr. Clarke explained that the Traffic Engineer with the City, Dr. Erlund, found that there would not be a negative impact to traffic.

Mr. Balderas expressed concerns about the traffic in the vicinity.

Mr. Joseph stated that he felt it made sense to locate the business here and understands that people will not go out of there way to go here. He explained that finds it difficult how the use will have any impact on the nearby school. Mr. Joseph stated that he is impressed with the proposal and does not feel an issue has been presented today.

Mr. Morton stated that there is an entrance on Kings Highway, which is contradictory to the concerns of the opposition alluding to there only being an entrance on Thornhill.

A motion was made by MR. JOSEPH, seconded by MS. JACKSON to recommend this application for approval with the stipulation that a lighting and irrigation plan be approved by the Executive Director.

**The motion was adopted by the following 6-0 vote: Ayes: Messrs. ANDREWS, JOSEPH, MORTON, ROBERTSON, & SATER and Mes. JACKSON Nays: NONE. Absent: Messrs. ELBERSON
Messrs. BALDERAS vote was not recorded.**

CC3825

NOTICE TO THE PUBLIC

Control #22026

Notice is hereby given that the Shreveport Metropolitan Planning Commission of Caddo Parish, LA, will hold a public hearing on Wednesday, February 2 at 3:00 p.m. in the **Government Plaza Chamber, 1st Floor, 505 Travis Street, Shreveport, LA,** for the purpose of considering the following subdivision applications &/or amendments to the City of Shreveport and Caddo Parish Unified Development Codes & the official Zoning Map for the Shreveport Metropolitan Planning Area of Caddo Parish, LA.

CASE NO. 21-201-C SMALL PLANNED UNIT DEVELOPMENT & SITE PLAN : 856 KINGS HWY.

Application by **LAGUNITA FRANCHISE OPERATIONS** for approval to rezone property located on the Northeast corner of Kings Hwy. and Thornhill Ave., from R-HU Highland Urban Conservation District to C-1(PUD) Neighborhood Commercial Planned Unit Development District, being more particularly described as LOTS 29 & 30, BLK. A, COLONIAL HILLS SUBN., SECTION 12, T17N, R14W, CADDO PARISH, LOUISIANA.

Alan Clarke, Executive Director
Metropolitan Planning Commission
The Shreveport Times